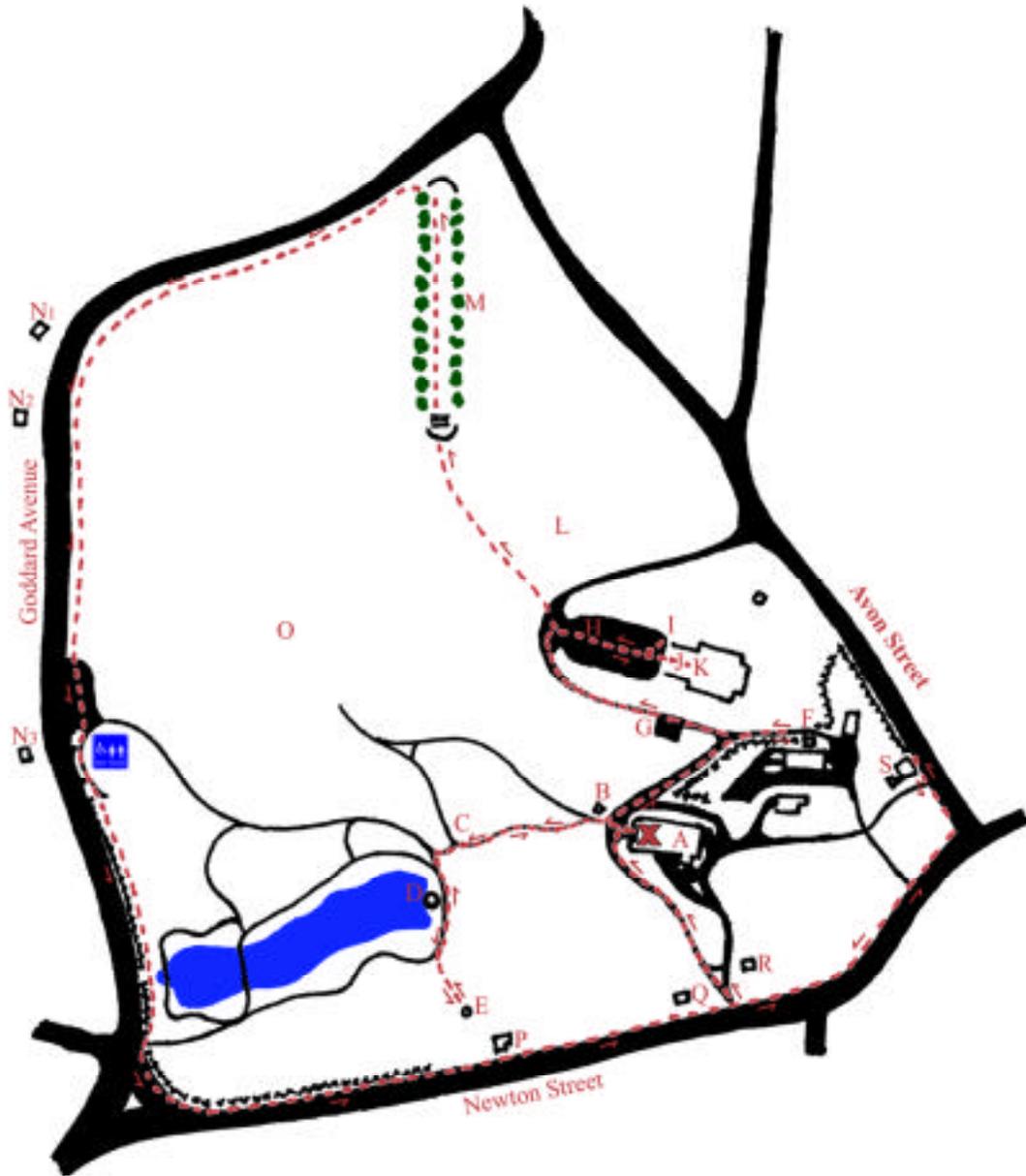


**Rediscover Weld
at
Larz Anderson Park:
A Self-Guided Walking Tour**

Prepared by the Museum of Transportation

Map of Larz Anderson Park Walking Tour



Legend			
A	Carriage House	K	Italian Garden
B	Putterham School	L	Deer Park
C	Rond Point	M	Allée
D	Water Garden	N	Goddard Ave. Houses
E	Chinese Garden	O	Polo Field
F	Entrance to Greenhouse Complex	P	Tenement
G	Tennis Court	Q	Washington House
H	Anderson Residence	R	Coachman's Cottage
I	Japanese Garden	S	Gardener's Cottage
J	Bowling Green		

Rediscover Weld at Larz Anderson Park: A Self-Guided Walking Tour

The original owner of the land now known as Larz Anderson Park was Isabel Anderson's maternal grandfather, William Fletcher Weld. Isabel's cousin, also named William Fletcher Weld, later inherited it. In 1899, shortly after their marriage, Larz and Isabel Anderson purchased the 64 acres of land in Brookline. When the Andersons acquired the property, there were few major landscape features in place. They quickly set about designing the land to suit their needs as a summer estate. They began by naming the estate Weld after Isabel's grandfather.

The Andersons had a keen sense of their important place in history and knew that they could benefit others by leaving this as their legacy. Upon her death in 1948, Isabel left Weld to the Town of Brookline to be used for public recreation, charitable purposes, or public education.

The Anderson residence proved too costly to maintain so the town demolished the building. In its place is a parking lot. The pavilion (skating rink) now stands in the middle of what was once the Italian Garden. The Museum of Transportation has found its home in the Carriage House. This tour will explore these and other areas of Larz Anderson Park, helping you rediscover Weld. Each site is marked with a letter on the accompanying map. The letters correspond to pages within the guide. There are current day pictures to help you find areas of interest. Historical pictures show what those areas once looked like. The tour route on the map is only one suggestion. Feel free to choose the sites that interest you most.

The park changes with the seasons, displaying beautiful flowering trees in the spring, lush grass in the summer, colorful foliage in the fall, and vast views in the winter.

- Please dress appropriately, wearing comfortable walking shoes.
- Avoid poison ivy, poison sumac and areas with heavy brush.
- The Museum of Transportation and the Town of Brookline cannot be held responsible for any injuries incurred while in the Park.



Take only pictures, leave only footprints.

Return tour guides to the Front Desk at the Museum of Transportation

Carriage House



Museum of Transportation, Museum of Transportation Collection, 1999

The building that now houses the Museum of Transportation was built in 1888-1889 by the architect Edmund Wheelwright. Wheelwright was the city architect of Boston in 1891. Some of his more famous works include the Longfellow Bridge, the New England Conservatory, Massachusetts Historical Society, and the Lagoon Building in Cambridge.

The building was built for William Fletcher Weld, Isabel's cousin, and was an established part of the estate when the Andersons arrived. The building retained its original use as a carriage house. It stored carriages, housed horses, and even served as home to stable staff who lived on the upper floor. The Andersons began collecting automobiles in 1899 when they purchased a Winton Runabout. Soon after, they added a garage on the basement level for vehicle repair. Notice the garage door at the "L" in the picture above, not found in the picture below. In 1927 Isabel opened the Carriage House as an auto museum to display early vehicles from their collection that were no longer in use.



Museum of Transportation, Anderson Photograph Collection, circa 1889

Putterham School



Museum of Transportation, Museum of Transportation Collection, 1999

The Putterham School building was moved from its original location on Grove and Newton Streets to Larz Anderson Park in 1966. The school was never a part of the Andersons' Estate. It was built circa 1768, making it one of four school houses in Brookline in the eighteenth century. In 1840 the one room building received an addition to the rear. A shed for coal and wood storage was added in 1847. Over the next several decades, the ceilings were raised, windows were enlarged, and a double privy was added. The building ceased to function as a school in 1922. It was then used as a temporary location for a Catholic Parish and later as a synagogue. Putterham School is currently owned and maintained by the Brookline Historical Society.

This building is not currently open to the public. Please view the schoolhouse from a distance.

Rond Point



Museum of Transportation, *Witches of the Wood* Scrapbook, 1916

Weld was home to an outdoor theater that no longer exists. It was located near the Water Garden. The theater, called Rond Point, was made of low walls forming a broken circle. A statue stood at each of the four breaks in the wall. Actors entered through a double row of willow trees called an *allée*. The sloping hillside provided room for spectators.

Many plays were held here, often those authored by Isabel. The proximity of the Water Garden to Rond Point allowed both sites to be used together as the staging area for performances.

Water Garden

The Water Garden was created circa 1910 by Little and Browne. The site was often used for theatrical performances held for charitable purposes. Many of the plays performed here were written by Isabel Anderson.



Museum of Transportation, Museum of Transportation Collection, 1999

The Water Garden retains much of its original character following recent restoration. The view on the left shows the garden shortly after it was built. The photograph above is current day, but from the other side of the pond.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Many architectural features of the estate were modeled after historical edifices. The Water Garden is a good example. The bridge with broken balustrade, interrupted by flower pots, was derived from the design of the Isolotto in the Boboli gardens at Florence. The tempietto, pictured on the right, was probably modeled after the Temple of Love at Versailles.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Chinese Garden



Museum of Transportation, Museum of Transportation Collection, 1999

To the right is a view of the central structure of the Chinese Garden with the fountain as it stood in the early part of this century.

Established in 1910 by Little and Browne, the Chinese Garden recalls Larz' post-graduate trip around the world, the Andersons' honeymoon, and Larz' return to the Far East with the Secretary of War.



Museum of Transportation, Anderson Photograph Collection, circa 1910

The garden can be interpreted as the Andersons' use of *chinoiserie*, a style of art reflecting Chinese influence, popular into the early twenties.



Museum of Transportation, Anderson Photograph Collection, circa 1910

This artifact is truly one of Larz Anderson Park's hidden treasures. To find the basin, you must walk through heavy brush. Enter the brush at your own risk. Avoid poison ivy and poison sumac.

Entrance to Greenhouse Complex



Museum of Transportation, Museum of Transportation Collection, 1999

This small building stands beside the entrance gates of what used to be the greenhouse complex.

Please do not pass beyond the gates. This area is now used by the DPW Parks Division.

The high walls of the greenhouse complex once enclosed the kitchen and cutting gardens, in addition to greenhouses. There were also a number of outbuildings in the area behind the Carriage House, beyond the greenhouses. These utilitarian buildings included a hen house, tool house, snow barn, ice house, creamery, and bay pit.



Museum of Transportation, Anderson Photograph Collection, circa 1910

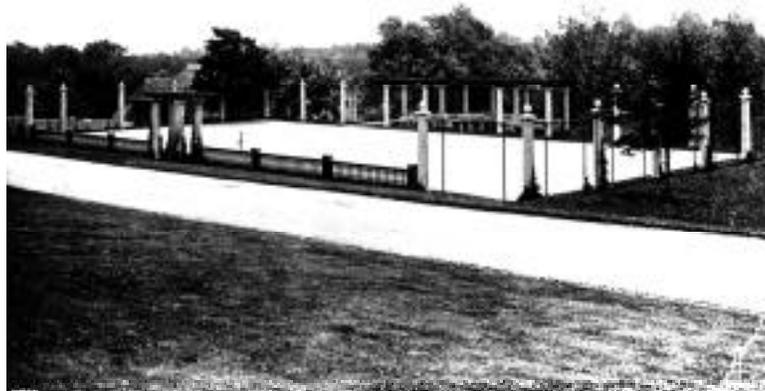
As shown in this picture, across from the entrance to the Greenhouse Complex was a Rose Garden. It was planted in 1902 by Fox and Gale.

Tennis Court



Museum of Transportation, Museum of Transportation Collection, 1999

Across the entrance drive, opposite the Italian Garden and Bowling Green, is a small parking area with a view of the Carriage House in the distance. This was once the location of a tennis court built by Fox and Gale in 1902.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Anderson Residence



Museum of Transportation, Museum of Transportation Collection, 1999

Larz and Isabel Anderson's house was destroyed. In its place is a parking lot. Its location can be determined by the existing terrace adjacent to the Bowling Green.

When the Andersons acquired the property, a house built by Edmund Wheelwright, under the direction of Isabel's cousin William Fletcher Weld, stood on this site. The house was built in 1887, a year before Wheelwright began work constructing the Carriage House. The shingled exterior appeared low because Wheelwright emphasized horizontal movements. The horizontality was stressed by a granite wall still in place around the site of the house. The residence and Carriage House shared many characteristics, especially the gable windows protruding from the roof.

When the Andersons sought to update the look of the house, an Italianate addition was constructed by Little and Browne. See the photograph on the right.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Incorporated into the facade were the bust of presidents under whom Anderson men served in the military.

Residence Terrace



Museum of Transportation, Museum of Transportation Collection, 1999

The terrace of the Andersons' residence is extant. It is located adjacent to today's parking lot at the top of the hill. This terrace served as a site for entertaining. Many of the larger bonsai collected by the Andersons were displayed here.

A footprint of the residence's wall fountain remains on the terrace. This outline tells us the exact location of the fountain on the terrace. The photograph to the left shows its original appearance. Compare the basin shape with the footprint.



William Fletcher Weld, the original owner of the estate, earned his wealth through successful mercantile trade, sailing ships under the Black Horse Flag. The Andersons adopted the Black Horse Flag, flying the same flag off their yachts. Above the fountain is a Black Horse.

Museum of Transportation, Anderson Photograph Collection, circa 1910

Japanese Garden



Museum of Transportation, Museum of Transportation Collection, 1999

Beside the steps that once led to a terrace off the Andersons' residence, remains evidence of the Japanese Garden. Larz and Isabel Anderson hired Onchi San, a Japanese gardener, to come to Brookline and design this garden in 1907.

Larz traveled to Japan as a part of his post-graduate trip around the world. He returned with Isabel for their honeymoon. In 1912-1913, Larz served as Ambassador to Japan.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Creation of the Japanese Garden reflected cultural trends.

It also made a statement related to status. Bonsai, dwarf trees planted in containers, were scattered throughout the garden, terrace, and residence. They were costly and required maintenance from someone trained in bonsai techniques.

The bronze eagle that perched on a stone plinth in the garden may reference the Anderson family's military service. In Japan, the eagle is a Guardian, warding off evil spirits. In this county, the eagle is used as a symbol of the United States. It is also the symbol of the Society of the Cincinnati, of which Larz was a member.

Boston College now owns the Andersons' bronze eagle. For many years it roosted in front of Gasson Hall. The bonsai collection resides at the Arnold Arboretum.

Bowling Green



Museum of Transportation, Museum of Transportation Collection, 1999

The Bowling Green was designed by Charles A. Platt in 1901, in conjunction with an accompanying Italian Garden.

The Green was often used for entertaining. Also, as its name suggests, the area was used for bowling. One young visitor to the estate said, “I liked the bowling game they showed us on the grass pretty good. You had these big balls to roll at another ball, and everybody pitched in and done it. Nick Mazur won, ‘cause he hit the other ball the most times, but I felt I could beat him at it again.”

The Bowling Green retains much of its original character.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Exedra



Museum of Transportation, Museum of Transportation Collection, 1999

One significant feature of the Bowling Green is a semicircular bench that the Andersons called an exedra. Exedra is a word meaning curved outdoor bench with a high back. In ancient Greece and Rome, exedra referred to a semicircular portico with seats where discussions were held.

Below is a photograph of Larz Anderson (right) and a friend beside the exedra. The bench is now missing the statue at the center and the balls that rest on the top of either end. The plaque is a late twentieth century addition, reminding visitors that the Andersons left Weld, now Larz Anderson Park, to the Town of Brookline.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Path from Bowling Green to Italian Garden



Museum of Transportation, Museum of Transportation Collection, 1999

There were two main paths leading from the Bowling Green, through a forest-like area called the Bosquet, into the Italian Garden. Both paths were headed with a pair of columns topped with Roman or Greek heads, probably ruins brought to the United States by Charles A. Platt, landscape architect. The focal point of the path illustrated here is the well found in the Italian Garden. All four columns remain.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Italian Garden

Today's pavilion (ice-skating rink) was once the site of the Andersons' Italian Garden. This garden was their first major contribution to the landscape of Weld. It was designed in 1901 by Charles A. Platt.

Visitors are not permitted access to the pavilion during this tour. These photographs are presented to help you understand what artifacts remain within the pavilion. Some of these remnants can be seen through the fence on the Bowling Green side of the garden.



Museum of Transportation, Anderson Photograph Collection, circa 1910

The Italian Garden had a grassy mall running down the center, where the rink is placed. On each of the four corners were structures that Larz called gazebos, with paths connecting them. On the Bowling Green side of the garden were statues, a well, and a wall fountain. On the opposite end of the mall was a Cupid Fountain. Lining the mall were bay trees and topiaries.

This garden was used for entertaining and dining, and well as theatrical performances.

Italian Garden Well



Museum of Transportation, Museum of Transportation Collection, 1999

When the Andersons hired Charles A. Platt to design the Italian Garden in 1901, they incorporated the well, an existing element. The well was the only source of drinking water for the estate when it was owned by Isabel's grandfather, William Fletcher Weld. By incorporating the well as a central feature of the garden, the Andersons were recalling their heritage. The well then also worked as a status symbol.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Wall Fountain



Museum of Transportation, Museum of Transportation Collection, 1999

The Andersons named their estate Weld after Isabel's grandfather, William Fletcher Weld. At the end of the Italian Garden closest to the Bowling Green, in the center, was a wall fountain. Remnants remain. Importantly, we can still read the words at the top of the wall fountain, "THIS • GARDEN • WAS • MADE
IN • 1901
AND • NAMED • WELD."



Museum of Transportation, Anderson Photograph Collection, circa 1910

Site of Original Weld House



Museum of Transportation, Museum of Transportation Collection, 1999

The Andersons chose the site of the original Weld House, the house lived in by William Fletcher Weld, Isabel's grandfather, to build their first major addition to the landscape after acquiring the estate. One corner of the Italian Garden is the purported site of the original Weld House. Letters in the cement read, "ON • THIS • SITE • STOOD / THE • ORIGINAL • WELD • HOUSE." The Andersons often used this site for lavish dining and entertaining. Like the well, this site recalled the Andersons' heritage.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Statues from the Italian Garden



Museum of Transportation,
Museum of Transportation Collection, 1999



Museum of Transportation, Anderson
Photograph Collection, circa 1910

Statues once stood on the edge of the Italian Garden, near the Bowling Green, facing the mall. Only one of these statues remains. It is pictured on the left.

The photograph on the right shows two of the statues as they once stood, with the Anderson residence in the background. The extant statue is not pictured in this photograph.

Cupid Fountain



Museum of Transportation, Museum of Transportation Collection, 1999

A Cupid Fountain graced one end of the mall in the Italian Garden. It stood on the far end of the contemporary pavilion, near the warming hut. The fountain was from Florence, Italy, brought to the United States by Charles A. Platt.

The Cupid Fountain was removed from the Italian Garden when the ice-skating rink was created. It is now in the care of the DPW Parks Division, awaiting conservation work.



Museum of Transportation, Anderson Photograph Collection, circa 1910

Deer Park

A map created in 1903 by Little and Browne, landscape architects, describes this area as a Deer Park. The area to the Goddard Avenue side of the entrance drive has always been less developed than other areas of the estate. Sugar Maples, replacing the deceased originals, line this portion of Goddard Avenue, giving this segment of the Park a particularly rural feeling.

Allée



Museum of Transportation, Museum of Transportation Collection, 1999

This semi-circular bench is located on the Goddard Avenue side of the property. Leading from this bench to a matching bench near the top of the hill, is a double row of trees. The trees are still in place but there is also new growth, so the path is not as straight as it would have been. The bench at the top of the allée, or double row of trees, has a series of steps leading to it.



An allée normally functions as a place for quiet contemplation.

It is not clear when this allée was created or the identity of the landscape architect. However, the allée is pictured on a 1903 map of the estate, by Little and Browne, suggesting that it was created prior to that time.

Museum of Transportation, Museum of Transportation Collection, 1999

Goddard Avenue

In 1928, Larz and Isabel Anderson noticed an increase in real-estate development throughout the countryside below Weld Hill. They decided to “get some fun out of the situation too” and build outside of their triangular shaped piece of property. They built 3 houses, recalling by their architecture places they had traveled.



First they built 275 Goddard Avenue and named it “Blue Top,” due to its blue roof. It resembled a house they had visited in Cadiz.

Museum of Transportation, Museum of Transportation Collection, 1999

In 1929 they built “Puddingston,” 285 Goddard Avenue, to remind them of their trip to California two years earlier.



Museum of Transportation, Museum of Transportation Collection, 1999



Museum of Transportation, Museum of Transportation Collection, 1999

The last house to be built was 328 Goddard Avenue, or “Stellenbosch” as the Andersons called it, characteristic of South Africa.

These houses were probably used as guest houses for visitors to the estate. The buildings were left to Boston University. In memory of Larz, Stellenbosch was renamed Larz Anderson Hall.

The houses are now privately owned. Please respect the owners' privacy and view the houses from the Park.

Polo Field

The playing field now enjoyed by area youths was once a field of another sort. When the Andersons purchased the estate, they inherited a Polo Field. That Polo Field was the first private polo field in all of New England. It was made for William Fletcher Weld, Isabel's cousin, one of the original Myopia players.

Tenement, 55 Newton Street



Museum of Transportation, Museum of Transportation Collection, 1999

The original building that stood on this site was owned by Joshua Child, followed by a succession of owners until it became the property of William Fletcher Weld, and later Larz Anderson. The house you see here was built for the Anderson staff and called a tenement. The 2 _-story clapboard building can be dated to approximately 1850 to 1860 due to style. It is Italianate with a slate roof, broad front porch, and a gabled projecting pavilion with double brackets, and wide eaves.

This building is owned by the Town of Brookline. Please respect the privacy of its tenants and view the building from a distance.

Washington House, 21 Newton Street



Museum of Transportation, Museum of Transportation Collection, 1999

The Washington House dates to the eighteenth century, long before the Andersons purchased the estate. The Andersons referred to the house as the Washington House because President George Washington was said to have slept there. The house is also called the Widow Harris House, a reference to Hannah Winchester Harris, wife of Timothy Harris, the original owner of the house. Hannah built this house between 1772 and 1796. The Washington House is 1 1/2-stories with a gambrel roof and central chimney. It has been altered somewhat from its original appearance. The rear roofline was raised to increase interior space. The house was also moved a short distance from its original site. The Andersons used this building to house staff.

The Washington House is owned by the Town of Brookline. Please respect the privacy of its tenants and view the building from a distance.

Coachman's Cottage, 9 Newton Street



Museum of Transportation, Museum of Transportation Collection, 1999

This 2-story building with gambrel roof was built in 1889. The stucco exterior was originally wood. Fox and Gale, the same architects who built the Anderson's winter home in Washington, DC and who designed the rose garden and tennis courts at Weld, built this house for William Fletcher Weld, Isabel's cousin and prior owner of the estate. The house served as the living quarters for the Andersons' coachman and his family.

This building is owned by the Town of Brookline. Please respect the privacy of its tenants and view the building from a distance.

Gardener's Cottage, 29 Avon Street



Museum of Transportation, Museum of Transportation Collection, 1999

Fox and Gale designed this building for the Andersons in 1902. It is built in the Arts & Crafts/Second Renaissance Revival style. The exterior is stucco with a red clay tile roof. Connected to the main building is a carriage and utility shed. The cottage was home to the Anderson's gardener and family. It is located adjacent to the kitchen and cutting gardens, greenhouse complex, and other outbuildings with utilitarian functions. A clue to the occupant's identity is found on the shutters. There is an opening in the shape of a bay tree which came to symbolize the gardens of Weld. It was sketched by Larz on the cover of one of his garden scrapbooks and is decorated the top of the Andersons' stationary. Bay trees lined the mall of the Italian Garden at Weld. Because they are not indigenous to this area, the gardening staff removed the trees each winter. They were stored in the Bay Pit, an underground storage area with a boiler room above, forcing hot air into the pit. The bay tree symbolizes the kind of time intensive work required of the gardeners in order to maintain Weld.



Museum of Transportation, Anderson Photograph Collection, c. 1910

This building is not open to the public. Please view house from Avon Street.