A PRESERVATION PLAN FOR THE TOWN OF WEYMOUTH, MASSACHUSETTS

PRESERVATION STRATEGIES FOR THE PRESERVATION OF WEYMOUTH'S HISTORIC AND ARCHAEOLOGICAL RESOURCES

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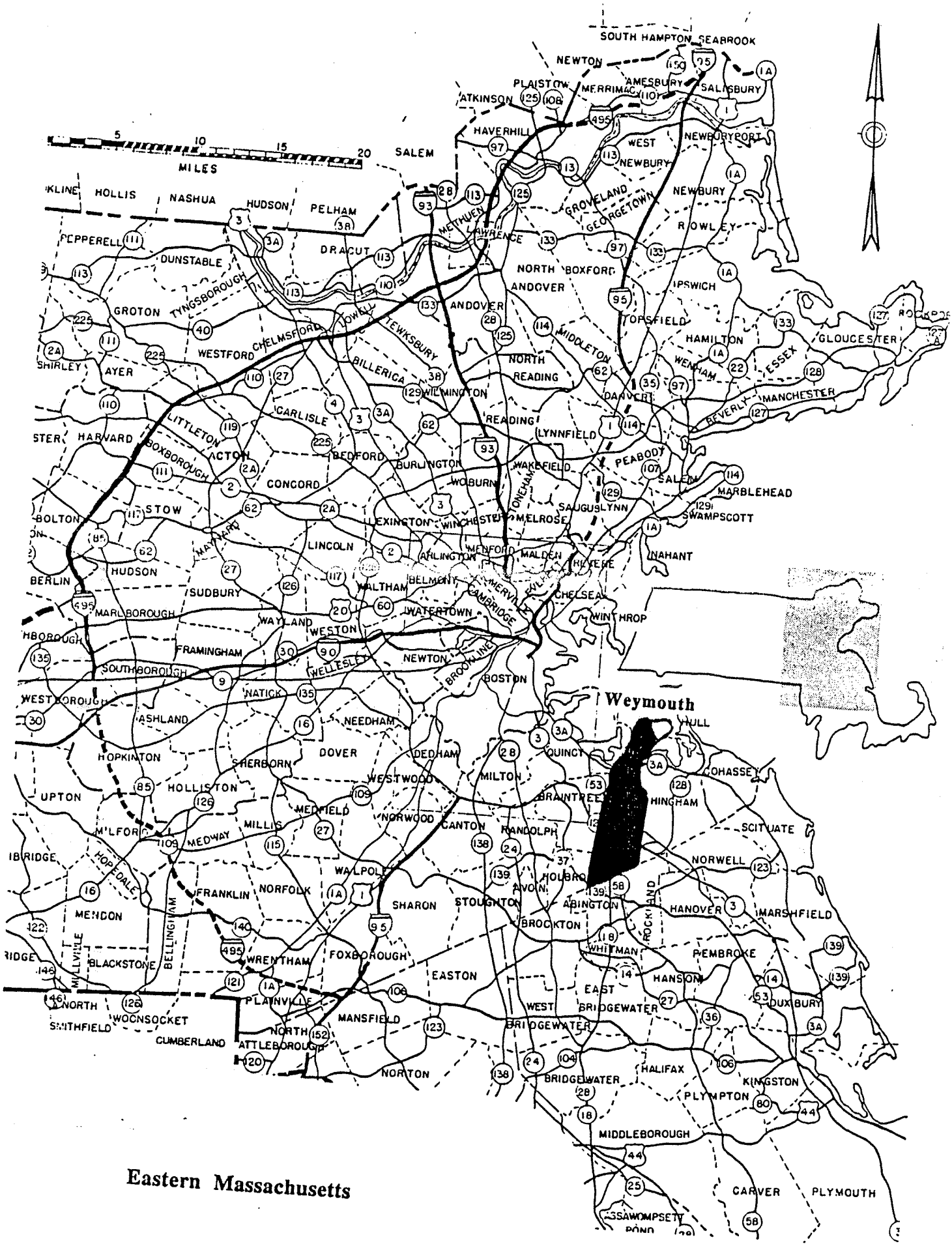


Eastern Massachusetts

I Introduction

Project Overview

During the past decade town officials in Weymouth have become increasingly concerned over the loss or endangerment of the town's historic and cultural resources, including buildings, archaeological sites, burial grounds, and monuments. Situated in close proximity to Boston, at a time of economic prosperity and growth in that city, Weymouth is experiencing increasing pressure for development and subsequently commercial expansion. Weymouth's current master plan has no provisions for the protection of historically and architecturally significant resources in the town, the result being that many significant buildings have been damaged by alteration or demolished to make way for new development. In addition, a number of archaeological sites have been damaged by inadvertent removal of artifacts and disruption by construction projects.

In 1988 the Town of Weymouth was awarded a Survey and Planning Grant from the Massachusetts Historical Commission to prepare a comprehensive plan for the preservation of the town's historic and cultural resources. Matching funds for the project were provided by the Weymouth Planning Board through the Community Development Block Grant. Weymouth's Planning & Community Development Office, in conjunction with the Weymouth Historical Commission, was responsible for overseeing the project. Input was also solicited from the Weymouth Historical Society and the Abigail Adams Historical Society.

Scope of Work

The scope of work outlined for the project identified four specific goals, as follows:

1. To update and expand the 1979 inventory of historic properties currently on file with the Massachusetts Historical Commission.

2. To analyze the resources identified in the 1979 inventory and produce maps delineating areas of historical concern.

3. To establish a citizens' advisory group to guide the project and promote awareness and understanding Weymouth's historic and cultural resources.

4. To develop a preservation plan in conjunction with the Master Plan, delineating effective preservation strategies and recommendations for changes to the zoning ordinance.

II Community Profile

The Town of Weymouth is located in Norfolk County, approximately 12 miles southeast of Boston and 40 miles northeast of Providence, RI. Weymouth is bordered by Braintree and Holbrook to the west, Abington and Rockland to the south, and Hingham to the east. To the north, Weymouth borders the Weymouth Fore River, Weymouth Back River, and Hingham Bay. It is interisting to note that the town retains its seventeenth century boundaries

Located on a gently rolling glacial outwash plain, the town is composed of sandy/gravelly but fertile soil. Outcroppings of slate (in the northern section of town) and granite (in southern sections) can be found. Characteristic features of the landscape include drumlins, eskers, kame terraces, some swamp lands in the southern part of town and narrow stretches of swamp in central and northern parts of town. The land is characterized by variable rises with moderate elevation in the north and central areas of town and relatively flat terrain to the south. The northern section of town forms an irregular but accessible coastline between two river estuaries, the Weymouth Fore and Back Rivers. These rivers are linked to interior ponds and bogs by two other small rivers, Mill and Old Swamp Rivers.

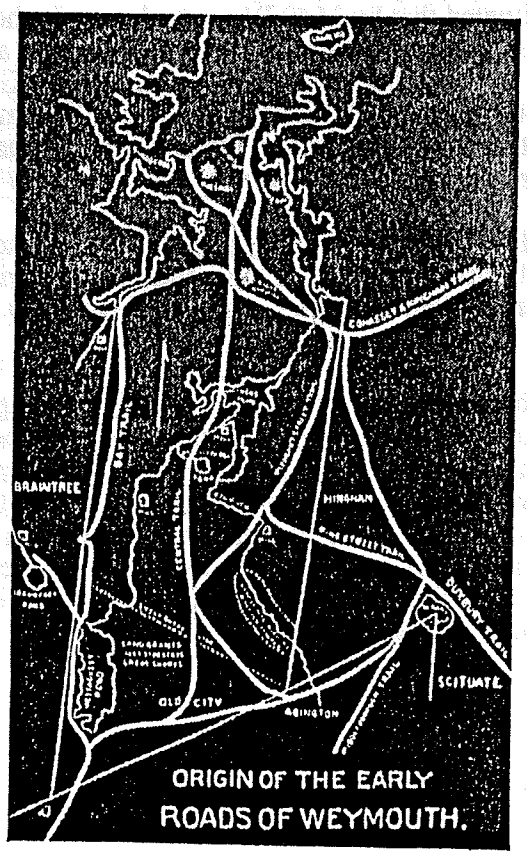
Settlement in the town is well distributed with four areas of concentration, Columbian Square in South Weymouth, Jackson Square in East Weymouth, Weymouth Landing near the western border of the town, and North Weymouth. As was historically the case, there is no dominant town center. The town of Weymouth is governed by a limited town meeting.

III Historic Overview

Contact Period (1500-1620)

During the sixteenth and early seventeenth century, Weymouth, then known as Wessagusset, was an important juntion of major inland and coastal trails. Accessibility, both by land and water, made the area a favorable congregating point for natives, wandering fisherman, and traders. Settlement during this period was concentrated along the coastline where natives could take advantage of the marine food resources and trade with Europeans. It is also likely that temporary fishing and trading camps were established by Europeans between the mid-sixteenth and early seventeenth centuries.

Remnants of this early contact period can be found in the existing street pattern. In 1923 the Weymouth Historical Society documented several native trails that ultimately became part of the modern street system; these include the coastal trail (Commercial Street) and its branches to Wessagusset Beach in North Weymouth (North and Sea Streets and portions of East, Green , and Neck Streets). Interior trails running north/south to Great Pond in the southwest corner of town were in the locations of Summer, Columbian, Forest and Randolph Streets, also Middle, Pond and Thicket Streets; a section of the original path is intact between Park and Middle Streets. A branch of the main trail extending to Accord Pond in Hingham exists as Pleasant and Pine Streets.



Origins of early Weymouth roads.

Initial Settlement Period (1620-1675)

During the seventeenth century, the native trail system continued to function as the area's primary transportation network with the addition of an important north/south route to Abington (now Front and Pond Streets). It is believed that several secondary routes were also established during this period, including Winter Street (from Front Street to Middle Street) and Essex Street (from Middle Street to Commercial Street).

The first organized settlement in Wessagusset occurred in 1622 with the coming of Thomas Weston's Company. The group settled on the east side of King's Cove but remained less than a year. In the fall of 1623 the Gorges Settlement, led by Captain Robert Gorges, brought the first group to include families for settlement. The Gorges Settlement was established further inland than previously, on the land between Great Hill and Mill Cove, which became known as Old Spain. Within the first year of settlement an Episcopal church was erected and a burial ground established. From the heart of Old Spain, subsequent settlement expanded southward toward King Oak Hill. A second center of concentrated settlement appeared near the outlet of Whiman's Pond in East Weymouth. From here expansion occurred to the northwest toward King Oak Hill.

In 1630 Wessagusset was recognized as part of the Massachusetts Bay Colony and three years later the area's population was substantially increased when Rev. Joseph Hull brought 21 families (approximately 100 people) from Weymouth, England to settle there. Hull's company brought the population of Wessagusset to about 350. Very soon after their arrival, on September 2, 1635, Wessagusset was established as a town and the name changed to Weymouth. It is estimated that by 1640 Weymouth was the home of 150 families (about 900 people). Settlement in the seventeenth century stretched over an area of approximately three miles, in spite of the fact that It is interesting to note that the General Court of Massachusetts, comprising representatives from Roxbury, Dorchester, Weymouth, and Hingham, in an effort to provide protection from unsettled Indians, ordered that no dwelling house be built more than a half mile from a meeting house.

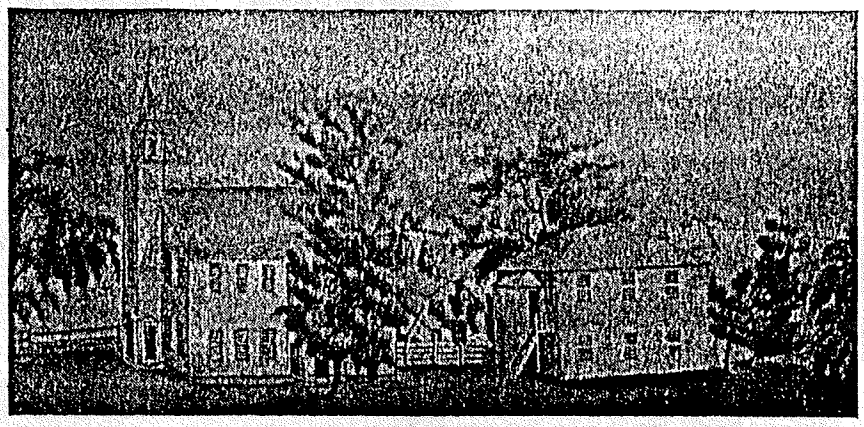
In Duane Hamilton Hurd's History of Norfolk County, the early seventeenth century houses are described as "rude structures built of logs, and thatched with the coarse grass found at the head of the beaches above the salt water, which was carefully preserved for the purpose by order of the town".

The economic base of these earliest residents was primarily agricultural. Crops of wheat, rye, oats, and corn, together with dairy products were produced, both for local consumption and export to Boston. This was suplemented by fishing and milling interests. The Mill River at the outlet of Whitman's Pond provided an excellent source for milling. The earliest recorded use of this was by William Waltham who operated a saw and grist mill on the river prior to his death in 1640. As early as 1669, town records mention a "tyde-mill", refering to a tidal gristmill built on Mill Cove, a section of which still exists. In addition, limited activity in salt production, bog iron, and shipbuilding is recorded.

Colonial Period (1676-1775)

During the Colonial Period the seventeenth century transportation routes continued to make up the principal road system. Settlement of the town progressed at a steady pace, with the greatest concentration of development in East Weymouth near the outlet of Whitman Pond. By the end of the seventeenth century, there occurred a gradual shift toward interior settlement, particularly along Pleasant and Middle Streets. This shift can be attributed, in part, to the construction of several mills in South Weymouth, including William Reed's saw mill on the Old Swamp River near Pleasant Street (pre-1700) and Gideon Tirell's fulling mill on Mill River near Middle Street.

With the development of a distinct village in the southern part of town came disagreements between inhabitants of the north and south districts. Until the 1720s the town was served by one church in North Weymouth, meaning residents of South Weymouth had to travel as far as five miles to attend meetings and services; the same was true for the school. In 1723, after numerous requests had been issued, Weymouth was divided into two distinct precincts. The same year, a church was erected in the South Precinct in the area known today as Columbian Square. This area became the focal point of development in the South Precinct. From that point, development in South Weymouth intensified.



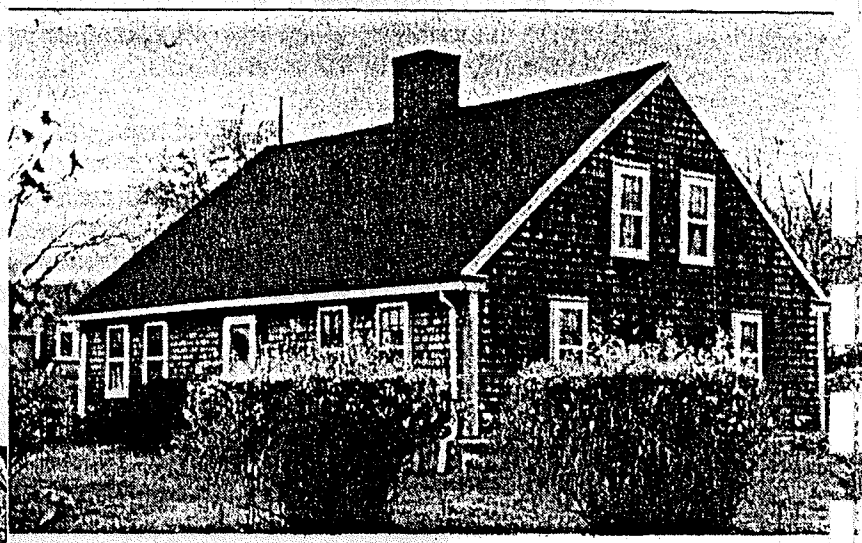
Old North Church, parsonage, and schoolhouse, Weymouth Heights (1751).

A second new focal point for development in the Colonial period was in Weymouth Landing, near the Braintree border, where shipbuilding interests promted settlement at the mouth of Smelt Brook in the late seventeenth century. By 1752 Weymouth's population had increased to 1,200, rising to approximately 1,470 by 1776.

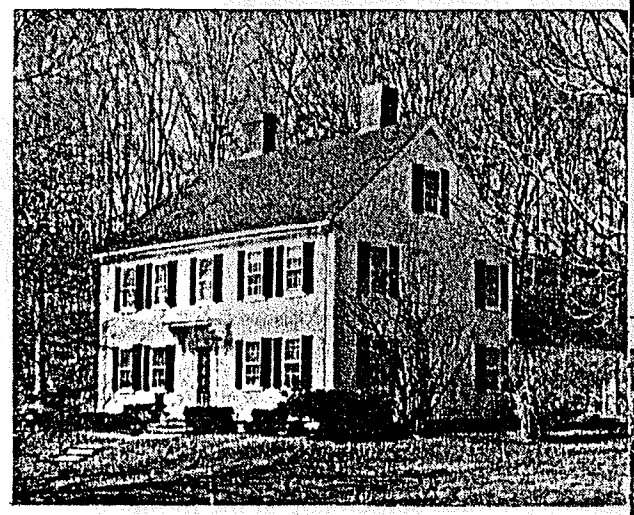
During the Colonial period, the economic base of Weymouth continued to rely on agriculture, dairying, and fishing. Strongly gaining on this were the milling activities, primarily sawmills and gristmills. After 1700, some attempts were made to exploit mineral resources with the discovery of bog iron in several of the ponds. Limited activity in slate quarrying for roofing is also recorded. By the mid-eighteenth century, shoemaking was on its way to becoming a significant contributor to Weymouth's economic base. At that time shoemakers worked along with their apprentices in small shops called "ten footers" that were commonly attached to their houses or at the rear of the house lot.

Dwellings constructed during the Colonial period where characteristically central-chimney Cape Cod cottages and later two-story Georgian style houses. The Cape Cod cottages were single-story dwellings, typically with a central chimney, gable roof, and symmetrically arranged facade with a central entry. The earliest Cape Cod cottages had deep floor plans and a large proportion of roof area. The Georgian style gained popularity in America during the

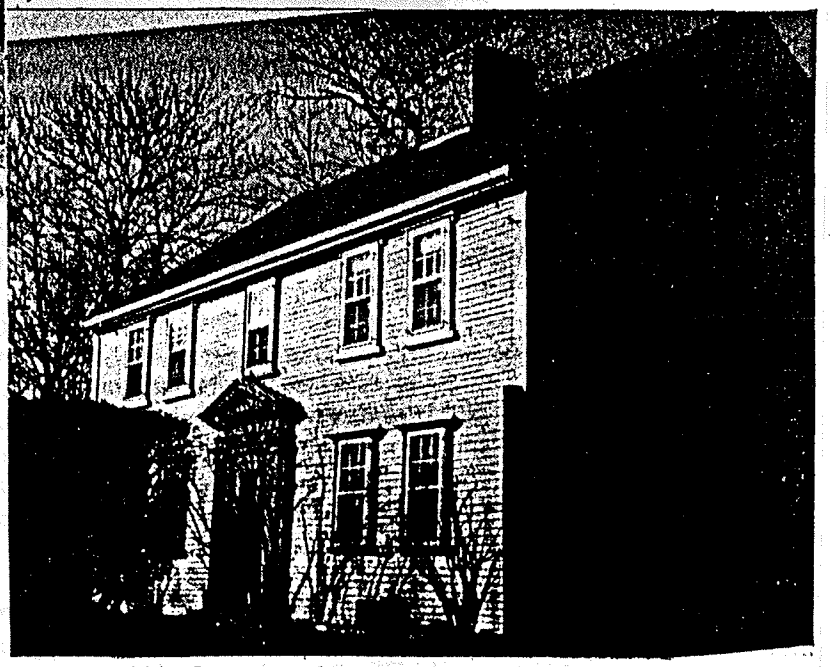
reign of George I, hence the name. Characteristics of Georgian design include massive proportions, symmetrical fenestration, classical ornamentation, and large central chimneys, although some examples can be found with two chimneys. The typical Georgian house is two and one-half stories in height, has a center-hall plan, and is enclosed by a gable roof. Variations on this form included one and one-half story cottages, saltboxes, half houses or three-quarter houses. Some also had hip or gambrel roofs. The meetinghouses, schools, and mill buildings of the period were typically simple wood structures of utilitarian character.



1061 Commercial Street, East Weymouth (ca. 1730).
An example of a Cape Cod cottage.



Former First Church Parsonage, 24-26 East Street , Weymouth Heights (ca. 1760).
An example of late Georgian style.



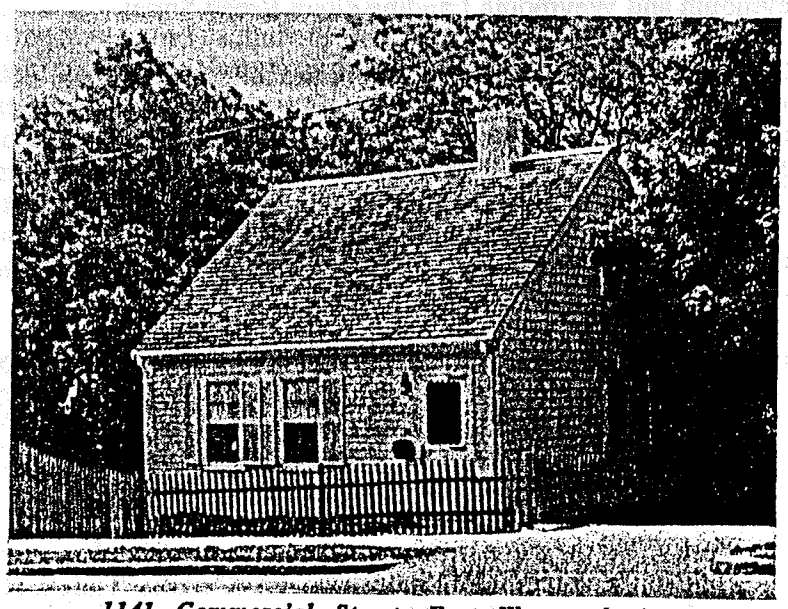
444 Commercial Street, Weymouth Heights (ca. 1770).
An example of the Georgian style.

Federal Period (1776-1829)

The Colonial network of roads continued to be used through the eighteenth century. In the early years of the nineteenth century, three major additions were made to the existing transportation network. In 1803 construction commenced on the Weymouth and Braintree Turnpike which would run from Weymouth Landing southeasterly to Hingham, on the route from Boston to Plymouth. Completed in 1805, the turnpike (later known as the Queen Anne Turnpike) operated for nearly fifty years when it was converted to a public road, now known as Washington Street. The second major early nineteenth century roadway to be added to the transportation network was the New Bedford Turnpike, built in 1804. This highway ran north/south from the Weymouth and Braintree Turnpike (about a mile south of Weymouth Landing) to Abington, on the route from Boston to New Bedford; we now know this road as Main Street. Finally, the Hingham and Quincy Turnpike, together with its two bridges over the Fore and Back Rivers, was completed in 1812. In 1862, this turnpike was turned over to the town and became known as Bridge Street.

During the Federal period the town's multiple centers continued to develop with South Weymouth and Weymouth Landing emerging as important areas. The opening of the Weymouth and Braintree Turnpike in 1805 resulted in the emergence of Weymouth Landing as the town's leading commercial center. Although population growth had levelled off between 1776 and 1790, the nineteenth century brought renewed growth, with the largest population increases occurring between 1810 and 1830.

The continued expansion of mill sites (primarily lumber milling) and the shipbuilding industry provided the economic base during the Federal period. Shoemaking continued to be an important element of the town's economy with work continuing to be undertaken in small shops but with an increased amount of this being "extra-sole" work which was then sold to Boston retail houses. In the early nineteenth century, a middle man was introduced to the shoemaking industry, setting up a central shop and farming out work to the local shoemakers. This type of operation developed rapidly after the 1820s. With the construction of the three new turnpikes came a number of taverns to serve travelers.



1141 Commercial Street, East Weymouth (ca. 1835). Former shoe shop converted to a residence.

Until about 1810, the predominant house type continued to be the single-story Cape Cod cottage. Toward the end of this period, a growing number of two-story Late Georgian and Federalist style houses were being constructed. The Federal style is essentially a refinement of Georgian design, creating a lighter, more delicate appearance. Entries were commonly articulated with fanlights and sidelights. The robust features of the Georgian style gave way to narrow columns and moldings. Typically, Federal houses were square or rectangular in plan and two or three stories in height. Most were enclosed by low hip roofs with two end chimneys.

105 Front Street, Weymouth Landing (ca. 1810). An example of the Federal style.

Early Industrial Period (1830-1869)

A major development in Weymouth's transportation network was the advent of the railroad. The first line to open was that of the Old Colony Railroad which, in 1845, located its track in the southwest corner of town, running from Braintree to Abington. Soon to follow was the South Shore Railroad who constructed a line through Weymouth Landing, North Weymouth, and East Weymouth in 1849. Cross linkage of the line was established between East Weymouth and Weymouth Landing along Broad Street.

The railroad brought with it further expansion of the industrial centers, particularly in Weymouth Landing and East Weymouth. Secondary growth persisted in South Weymouth and North Weymouth. Development in Weymouth Heights levelled off and the area became characterized as an historic area with civic functions. The town experienced a tremendous population growth during this period with a 42% increase in residents between 1850 and 1860. By the end of the period, the population had increased 217% to 6,173. Of these residents, more than 1,000 were foreign-born immegrants, as contrasted to only 7 known foreign-born residents in 1830.

Substantial industrial development through the period resulted in a more diverse economic base. The most significant event was the establishment of the Weymouth Iron Company in1837. The company located their operation at the foot of Whitman's Pond in East Weymouth, having a major impact on East Weymouth with the Iron Company constructing at least 32 buildings there by 1851.

Weymouth Landing emerged as a major transshipment point during the 1840s, particularly for the lumber industry. At the same time, increased dependency on the railroad brought about a sharp decline in the shipbuilding industry.

Shoemaking continued to thrive with expanded markets in the South and California. By the 1850s, increased demand for shoes and boots forced consolodation of many of the small

shops. In 1857 the first shemaking factory, that of J.S. Fogg, appeared in South Weymouth.

With the economic prosperty of the period came the need for financial facilities, resulting in the establishment of 2 banks, The Union Bank of Weymouth & Braintree (1832) and the Weymouth & Braintree Institution for Savings (1833). The economic properity also provided the impetus for the establishment of the Weymouth and Braintree Mutual Fire Insurance Company in 1833. The banks and the insurance company were located in Weymouth Landing.

Construction during this period included a wide range of building types, including residential, industrial, ecclesiastic, and municipal. Residential building types of the period ranged from Vernacular center-entry cottages with interior end-wall chimneys to side-hall houses with detailing of the various style in vogue at the time, including Greek Revival, Gothic Revival, Italianate, and Second Empire elements.

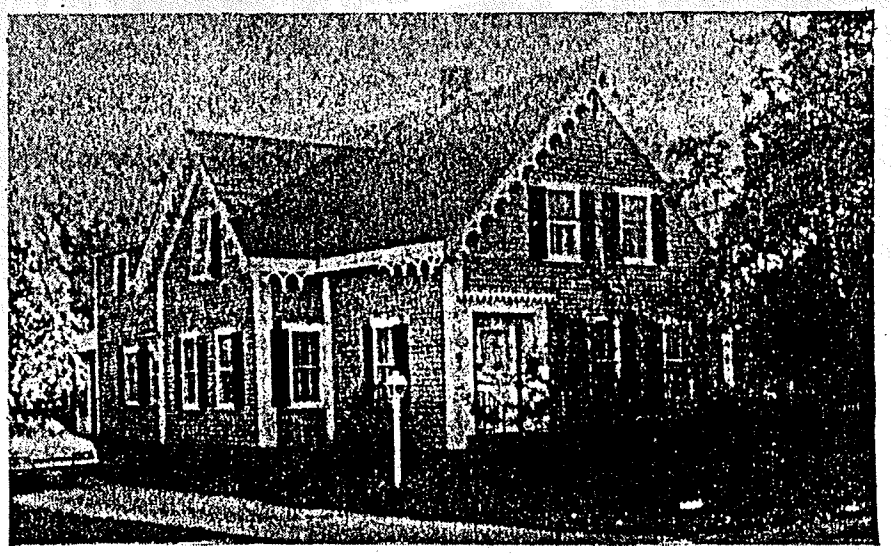
The Greek Revival style was based on the Greek Temples, often featuring free-standing columns supporting a pediment. Other characteristic elements of this style include wide corner boards, rectangular transoms, and heavy cornices.

The Gothic Revival style, although widely employed in England, gained only limited popularity in America. Hallmarks of this style included steep gables, pointed arches, lacy vergeboards, clustered columns, and oriel windows. Floor plans were asymmetrical, greatly contrasting the strict symmetry of the Greek Revival style.

The Italianate style was widely used in the mid-nineteenth century. Characteristically, Italianate buildings had low roofs with overhanging eaves supported by decorative brackets, round or segmentally-arched windows with hood molds, and porches with flat roofs.

The Second Empire style is named for the reign of Napoleon III. It is also called the Mansard style fro French architect Francios Mansart who popularized the mansard roof. In addition to this unique roof design, Second Empire style buildings are characterized by classical pediments, projecting pavilions, balustrades, and windows with flanking pilasters.

The stylistic elements found in residential design of the period were transferred to the other building types. Pedimented gables of the Greek Revival style, Italianate style bracketed cornices, and mansard roofs, characteristic of Second Empire design are found on the industrial, commercial, and ecclesiastic buildings dating from this period.



58 West Street (ca. 1850). An example of the Gothic Revival style.

22 Sea Street, North Weymouth
(ca. 1870).
An example of the Italianate style.

799 Commercial Street, East Weymouth
(ca. 1840).
An example of the Greek Revival style.

691 Broad Street, East Weymouth
(ca. 1865).
An example of the Second Empire style.

Late Industrial Period (1870-1914)

An important addition to Weymouth's transportation network in the late nineteenth century was the street railway, which joined Weymouth to Boston through Quincy in the 1890s. The principal route ran along Broad Street through Weymouth Landing and East Weymouth with a number of secondary branches extending from it, providing access to North Weymouth (via Middle, North, Neck and River Streets), to South Weymouth from Weymouth Landing (via Front and Main Streets), to South Weymouth from East Weymouth (via Pleasant Street), and a branch to Rockland (via Union Street). The advent of the street railway system, linking Weymouth to employment oportunities in Boston, provided the impetus for the town's later transformation to a suburban residential community.

The pattern of development continued to follow the trend set previously, with the multiple centers becoming more densely populated, particularly at Weymouth Landing and East Weymouth. The major commercial districts continued to thrive at Columbian Square in South Weymouth and along Washington Street in Weymouth Landing. A new commercial center was forming at the intersection of Broad and Middle Streets where the street railway branched off.

It was also during this period that North Weymouth began to be developed as a summer resort with three hotels and numerous cottages being constructed. As early as the 1880s, speculative developers were dividing large parcels of land into small residential lots. A map from this period entitled "Wessagussett Sea Shore Lots on the Site of the First Settlement in Boston Bay in 1622" shows the newly created streets, including Wessagussett, Manomet, Sagamore, Nansett, Hobamack, Wituwamat, Paomet, Pecksuot, Squanto, Pequoit, and Massasoit Roads. An important amenity to this development was a steamboat ferry line that ran between Boston and a landing off of Wessagussett Road. The speculative subdivision of land in North Weymouth continued through the 1890s and into the early twentieth century.

Although the population of Weymouth continued to increase at a steady rate after 1870 (approximately 5,000 new residents were recorded during this period), it did not equal the same volume that had been experienced between 1840 and 1870.

The shoe industry continued to experience limited expansion, particulary in South Weymouth (along Main Street) and in East Weymouth (along Commercial Street). By 1920 many of the early nineteenth century firms had closed down, including the iron works and lumbering interests. In the 1870s and 1880s, limited success was found in ice cutting on Whitmans Pond and Great Pond; the Boston Ice House was built in South Weymouth in 1874. The fish runs in East Weymouth continued to contribute to the economic base of the community until their closing in the early twentieth century. Between 1895 and 1905, Weymouth experienced steep declines in the value of local production and employment, possibly reflecting a temporary recession.

Between 1870 and 1915 a full range of building types were constructed in a wide range of architectural styles. Until the 1880s, the Gothic Revival and Italianate styles continued to be the predominant choices for building designs. After 1880, the Queen Anne style became the most popular residential style. The hallmark of the Queen Anne style is eclecticism. Motifs of preceding styles and contrasting materials were combined to decorate complex building forms. Characteristic elements of this style include decorative shingles, corner turrets, complex gables, corbelled chimneys, and wrapping porches.

In the latter part of this period, the Revival styles, which included Colonial, Georgian, Classical, Renaissance, and Tudor Revival, became the styles of choice. Historic styles were reworked and used for all building types.

Dr. Charles C. Tower House, 158 Pleasant Street, South Weymouth (ca. 1870). An example of the Colonial Revival style.

30 Fairmont Avenue, East Weymouth (ca. 1885). An example of the Queen Anne style.

Early Modern Period (1915-1940)

With the growing popularity of the automobile in the early twentieth century came the decline of railroad and street railway travel in the 1920s and 1930s. A new network of highways for the Boston metropolitan area including several of Wemouth's previously established routes, including Bridge Street (Route 3A), Main Street (Route 18), and Washington Street (Route 53).

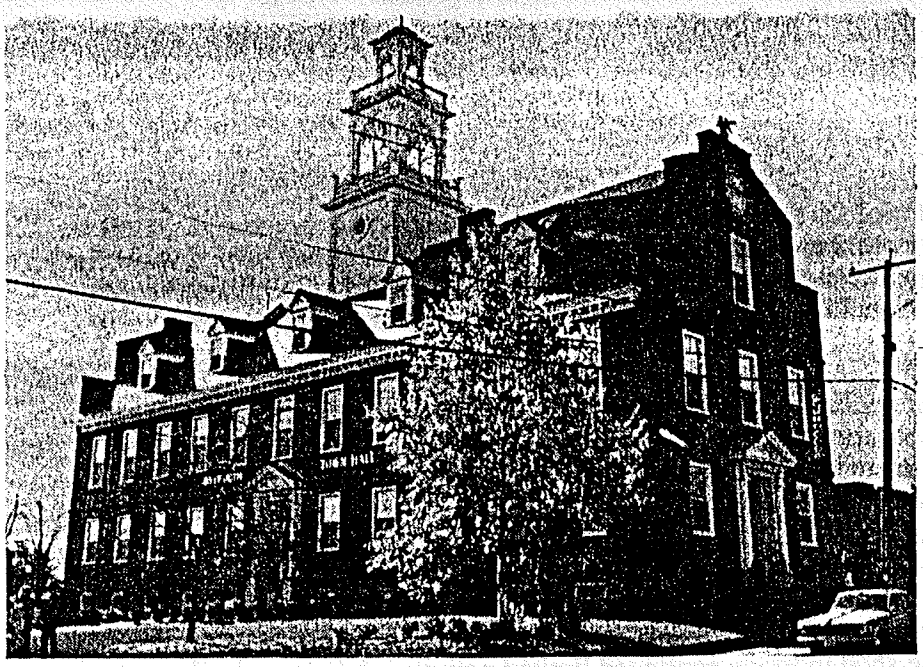
The increased volume of travel brought by the highways resulted in increased commercial development along the major routes (Main, Middle, Washington, and Bridge Streets). Suburban housing development throughout town was undertaken at an increasedrate as Weymouth become a popular commuter suburb of Boston. Population growth was especially strong after World War II, with the addition of approximately 21,000 new residents between 1945 and 1960.

The general economic climate of the period was reflected in a decline of industry in Weymouth, although the shoe industry continued limited activity. Advances in shoe manufacturing technology in the late nineteenth century brought an end to the few holdouts of domestic manufacturing. Several of the larger shoe factories remained active into the mid -twentieth century; the last to close was Stetson Shoe in 1973. Limited shipbuilding activity continued at Weymouth Landing into the 1930s. In 1925 the Edison Electric Illuminating Company (later Boston Edison) constructed a major power plant on 20 acres of shorefront providing the impetus for expanded residential development there.

During the early twentieth century a full range of building types were constructed, infilling many of the open lots in commercial centers or dividing large parcels of land into smaller residential lots. Most of the residences built in the earlier part of this period continued to be designed in the Revival styles. Later in the period Bungalow style cottages were the predominant house type. Bungalows are single-story cottages of simple design, characterized by deep front porches supported on stout piers, projecting eaves, exposed rafters, and the use of materials as close to their natural state as possible. Commonly, cobblestone foundations, piers, and chimneys can be found on Bugalows.

For non-residential design, the Revival styles, particularly Classical and Colonial Revival, continued to be used most commonly until the 1930s. In the late 1920s and 1930s, the Art Deco style became popular for commercial and industrial design. This consciously modern style used streamlined forms and stylized motifs on buildings of simple massing, often with stepped facades or parapets.

Weymouth Industrial School, Middle Street (1926).
An example of the Tudor Revival style.



Weymouth Town Hall (1928).
An example of the Colonial Revival styl

37 Torrey Street, South Weymouth (ca. 1920).
An example of the Bungalow style.

The Ruggles Block, 524 Main Stre
South Weymouth (ca. 1930
An example of the Art Deco

IV History of Preservation Activity in Weymouth

Throughout the years, residents of Weymouth have shown a great interest in preserving their cultural and architectural heritage. Since the nineteenth century, a number of preservation-minded groups have been organized, many of which continue to actively pursue the collection and preservation of significant records, architectural examples, artifacts, and sites. Through municipal agencies, the town has provided for the consideration and protection of historic resources in their planning and development scheme.

Weymouth Historical Society

The oldest of Weymouth's preservation organizations is the Weymouth Historical Society which was organized in April of 1879 and incorporated in July of 1886. Founders of the group issued a paper in 1879 outling their goals:

> "The absence of any historical organization in the town of Weymouth for the collection and preservation of records, traditions and facts, historical, genealogical and geographical, led to the preparation of the following paper...We, the subscribers, believing it to be of the highest importance that the ancient records should be collected and preserved, and that the time has fully come when some systematic effort should be made to do this, recommend the organization of an association having such an object in view..."

Under the dirction of their first president, Elias Richards, the Society inventoried, indexed, and safely filed books, records, and items that had been acquired. During the 1880s, the Society's historic library and documents were transferred to the Tuft's Library, making them more accessible to the public. Currently, the collection is housed in the Fogg Library. Between 1968 and 1971, and exhibition room was installed in the Tuft's Library to house the museum collection of the Society.

The Historical Society has been responsible for publishing a number of books, among them are Private Diary of General Solomon Lovell, Historical Sketch of the Town of Weymouth, Massachusetts from 1622 to 1884 (1885), a four volume History of Weymouth (1923), and Weymouth 350 Anniversary (1972).

Abigail Adams Historical Society

The Abigail Adams Historical Society was incorporated in 1947 for the purpose of saving the Abigail Adams birthplace which had been slated for demolition by the United States Government so that the land on which it sat could be used for new Government housing. For the sum of one dollar the Town of Weymouth released a triangular lot of land at the junction of North and Norton Street to the Society. The house was moved from its location on Bicknell Square to the new lot and restored to its mid-eithteenth century appearance. The Society continues to maintain the house as a museum.

Weymouth Historical Commission

The Weymouth Historical Commission was established in March of 1964 under Chapter 40, Section 8d of the Massachusetts General Laws. With Chester B. Kevitt as its chairman, the Commission was formed for "the preservation, protection, and development of the historical or archaeological assets" of the town. In the first year of operation, the Commission initiated a survey of the older homes in town in order to produce an inventory for use in preservation

planning. In the late 1970s additional survey work was undertaken and Massachusetts Historical Commission inventory forms were completed for 158 buildings and all the town's cemeteries. Much work has been done by the Commission to educate the public and make residents more aware of their local heritage. Between 1965 and 1967, the Commission erected 10 historical markers identifying some of the town's significant historical sites. In 1974, the Commission organized a special exhibit in honor of the Stetson Shoe Company to mark the closing of the factory in 1973. In 1979, as part of a four-year federally funded project, the Commission initiated an educational program, introducing Weyumouth history into the local schools.

Throughout the years the Commission has become involved in the preservion of historical artifacts and documents. A major undertaking for the Commission in the 1960s was the conservation and display of an Indian dugout canoe, recovered from Great Pond in 1965. In 1977, the Commission received a grant to inventory town documents and records.

The Commission has also been involved in the rehabilitation and reuse of several of the town's historic buildings, including the Fogg Library (rehabilitated in 1977). With the help of the Commission, 7 of the historic structures in town have been nominated to the National Register of Historic Places.

Weymouth Planning Board

Weymouth's Planning Board was established in March of 1914 as per the mandate of Chapter 494 of the Acts of 1913 that requires every town in Massachusetts having a population greater than 10,000 to create a planning board "whose duty it shall be to make careful studies of the resources, possibilities and needs of the city or town... and to make plans for the development of the municipality, with special refernce to the proper housing of its people".

Throughout its history, the Planning Board has guided the general policy-making for development in the town of Weymouth. Although the Board is not specifically responsible for seeing that the town historic resources are preserved, over the years they have made an effort to seek the advise and council of various town committees who deal directly with the preservation of historic resources, including the Historical Commission, Cemetery Commission, Conservation Commission, and Parks Commission. In addition, the Planning Board has promoted preservation of historic buildings through publications such as the Jackson Square Architectural Workbook (1979) which provides guidance to home and business owners undertaking renovation of their buildings. The Planning Board also promotes maintenance of houses through its Housing Rehbilitation Loan Program which provides homeowners with low interest financing and technical assistance for renovation.

Weymouth Cemetery Commission

The Weymouth Cemetery Commission was established in 1977 as the result of growing concern for the preservation and maintenance of the Town's burial sites. The first project undertaken by the Commission was one to save the Bates Tomb on Middle Street which was being steadily encroached upon by the adjoining junk yard and in danger of ruin. Currently, the Commission is responsible for the maintenance and upkeep of seven town cemeteries or burial sites: Elmwood, Ashwood, Alpheaus Bates, Waterman, Old Burial Ground, Nash, and Eliphalet Belcher. Throughout its history, the Commission has undertaken the repair of numerous damaged stones and has overseen the general maintenance of the sites using funding appropriated by the Town. The Cemetery Commission also works to promote

maintenance and preservation of the privately owned burial sites, of which there are nine.

Weymouth Parks Commission

The first Parks Commissioner was appointed in 1889 to oversee the maintenance the town parks. Today the Commission is responsible for 14 parks, 8 playgrounds, 3 beaches, and 5 athletic fields. A number of these facilities date from the nineteenth and early twentieth centuries.

V Current Preservation Planning

Master Plan

Growth and development in the town of Weymouth is directed by the General Plan Report, the town's master plan, that was prepared in 1964. The report is broken into three principal sections, providing recommendations for a Land Use Plan, Circulation Plan, and Community Facilities Plan. The Land Use Plan laid the groundwork for the existing zoning map which designates areas for residential, commercial, and industrial development as well as numerous areas of open space. The Circulation Plan calls for improvements and expansion of the existing street and highway network to be consistent with the Land Use Plan. It further provides recommendations for appropriate expansion of the town's parking facilities. The Community Facilities Plan sets guidelines for improving educational facilities through renovation of existing school buildings or construction of new facilities. In addition, this plan strongly advocates the preservation of parks and open spaces.

Although the Master Plan has clearly taken steps to preserve and enhance the Town's physical appearance, it has not taken into account the preservation of the town's historical and architectural assets. No mention is made of significant historical sites or structures. For example, the proposed street plan presented in the report calls for the construction of an expressway directly through Weymouth Heights, the location of one of Weymouth's earliest settlements where a number of eighteenth century residences are extant. Likewise, major arterial roads are proposed through Jackson Square (East Weymouth), an area with many significant nineteeth century buildings and a potential National Register District.

Zoning Bylaw

The zoning bylaw for the town of Weymouth were adopted in town meeting in 1969 following the guildelines of the master plan. The purpose of these provisions, as defined in the bylaws, are to:

(1) Promote the health, safety, morals, convenience and general welfare of the inhabitants of the Town of Weymouth.

(2) Lessen congestion in the streets.

(3) Conserve health.

(4) Secure safety from fire, flood, panic and other dangers.

(5) Provide adequate light and air.

(6) Prevent overcrowding of land.

(7) Avoid undue concentration of population.

(8) Encourage housing for persons of all income levels.

(9) Facilitate the adequate provision of transportation, water, water supply, drainage, sewerage, schools, parks, open spaces and other public requirements.

(10) Conserve the value of land and buildings, including conservation of natural

resources and the prevention of blight and pollution of the environment.

(11) Encourage the most appropriate use of land throughout the town.

(12) Preserve and increase amenities by the promulgation of regulations to fulfill said objectives.

Although these objectives take into account the preservation of natural resources, there is no provision for the preservation of historical physical resources, such as historic structures and archaeological sites. The consequence has been the destruction or irreversible alteration of many significant historical assets.

In addition, because historic areas or districts were not taken into account when the zoning legislation was designed, the guidelines for new construction allow large-scale development that is inappropriate to the historic character of a number of the areas. This will be discussed in greater detail in the following chapter.

The Planning Board is given limited site plan control through site plan review but this is limited to dwellings for three or more families, nursing or convalescent home, hotels or motels, and industrial sites. In addition, issues addressed by the Planning Board under site plan review guidelines do include historic preservation concerns. There are no provisions for design review in the bylaws.

VI Weymouth's Historic Properties

In 1963, Massachusetts legislators, recognizing the need for identifying and recording the historic resources of the Commonwealth, created the Massachusetts Historical Commission. One of the pricipal responsiblilites of the new commission was to compile an inventory of the historic assets throughout the state. In order to facilitate the overwhelming task of compiling information from throughout Massachusetts, legislation was passed the same year permitting the establishment of local historical commissions, placing much of the responsibility for recording historic resources on the local municipalities. The inventories from each town are compiled by the Massachusetts Historical Commission to provide a data base known as the Inventory of the Historic and Prehistoric Assets of the Commonwealth.

In 1979, the Weymouth Historical Commission received a Survey and Planning Grant from the Massachusetts Historical Commission to complete an inventory of the historic resources in Weymouth. The project resulted in the completion of 158 survey forms, which providing the town and state officials with valuable information about the historical and architectural significance of each property inventoried. Once completed, these inventory forms serve as the basis for preservation planning decisions on both the local and state level.

The 1979 survey was undertaken by volunteers from the town of Weymouth. Much of the information that appears on the forms deals with the architectural merits of the buildings and less with the historical significance of the properties. A number of the forms were amended by historian Monique Lehner, but again this additional information deals primarily with the physical appearance and architectural attributes of the buildings. The properties selected to be surveyed in 1979 were primarily residential with buildings predating the 1850s; thus leaving many late nineteenth and early twentieth century residences, commercial and municipal buildings, monuments, objects, scenic vistas, and historic sites undocumented.

A portion of the funds appropriated for the current project were set aside for the purpose of updating and completing the 1979 inventory. To accomplish this, traditional survey methodology, as outlined by the Massachusetts Historical Commission, was used.

Survey Methodology

In order to evaluate exactly what was needed to complete the 1979 survey forms, each existing form was reviewed and notes taken to record any missing technical or substantive information. Next, a large-scale base map was prepared, plotting each property location using a color-coded system to indicate the period of construction for each property.

Background information on Weymouth's historical development was obtained through the review of the Massachusetts Historical Commission's Reconnaissance Survey and general histories of the town. This helped to identify areas of significant development and served as a guideline to the identification of buildings or areas not surveyed previously that warranted further research.
A street by street field survey was then conducted to identify and photograph any property or site that should be added to the inventory. As part of the field survey, any building previously surveyed that had been substantially altered or removed was documented and this information later transferred to the survey forms. New photographs were taken of buildings with significant alterations.

In selecting those properties worthy of inclusion in the inventory, the following criteria were used:

a.) a rare or early example of a building type or style;
b.) a well-preserved or noteworthy example of an architectural style;
c.) structures which illustrate a developmental pattern in the neighborhood or town; and
d.) buildings designed by significant architects.

Using the information gathered in the preliminary field research, a computerized data base was created to organize information provided on existing survey forms and to create a list of additional properties warranting documentation. In addition to the 158 existing survey forms, 170 unsurveyed properties were entered into the data base.

Because limited funds were available as part of the current project for completion of the existing survey, the decision was made to complete existing forms for those properties located in potential National Register districts (Columbian Square, Jackson Square, Weymouth Landing, and Weymouth Heights) and for the non-residential properties that were identified during the field survey. In addition, any property that appeared to be in imminent danger of removal or destructive alteration was added to the list of properties to be inventoried as part of the current project. This approach provided the necessary information to relate the town's major areas of development to the development of the town as a whole. In addition, this approach provided information about the non-residential properties that, to that point, had not been considered.

Once the list of properties to be documented as part of the current project was finalized, historical research was conducted on each individual property. This included the use of historic town atlases and directories, town building and assessor's records, and information gathered from the building owners. This information was used to complete survey forms for each property.

Historic Areas and Properties

An evaluation of Weymouth's inventory revealed eight areas in the town where clusters of historically significant structures remain in addition to a number of individually significant buildings which are scattered throughout the town. The largested concentration of historic buildings occur in the Columbian Square Area (South Weymouth), Weymouth Landing (northwest Weymouth) and Jackson Square Area (East Weymouth). Smaller clusters appear on Middle Street (near intersection of Broad Street), North Weymouth (above Bridge Street), Weymouth Heights (just south of North Weymouth), and Lovell's Corners.
Following each area described below is a complete list of all historic resources that have been identified within the preceding area. In each case the list is divided into two parts, separating those properties that have been inventoried from those that have not.

Columbian Square Area

Columbian Square in South Weymouth is located at the intersection of three major roads, Columbian Street, Union Street, and Pleasant Street. Throughout the town's history, Columbian Square has been the focus of community life for residents of South Weymouth, an area that has always been distinctly separate from the rest of town, early on by proximity and more recently by the physical presence of the Southeast Expressway.

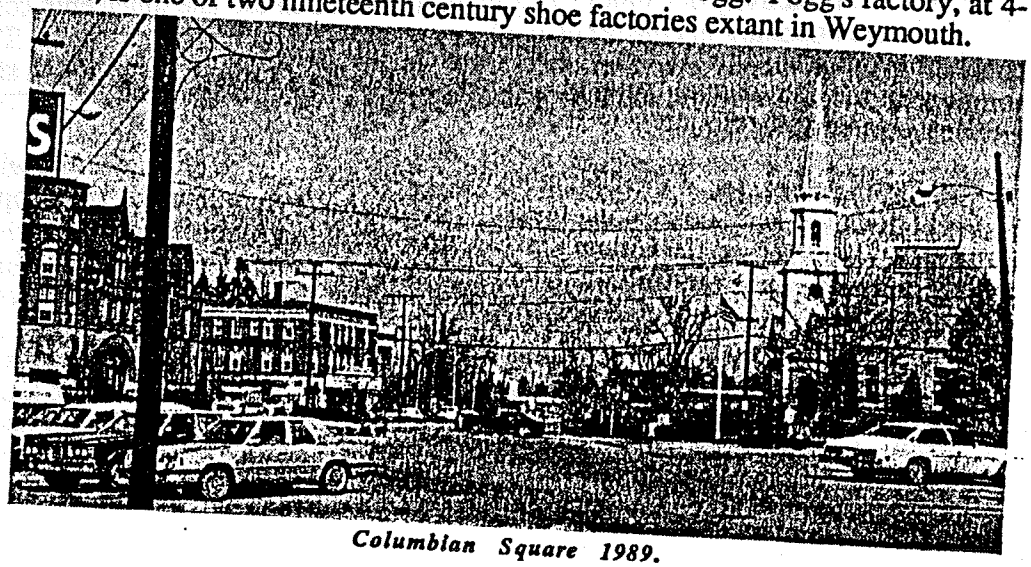
By the end of the seventeenth century settlement in Weymouth had made a gradual shift from the northern shores toward the interior, attributed in part to the construction of several mills in South Weymouth, including William Reed's saw mill on Old Sqamp River near Pleasant Street and Gideon Tirrell's fulling mill on Mill River near Middle Street. As milling continued to expand throughout the begining of the eighteenth century, settlement continued to expand southward. Once South Weymouth was set off as a separate precinct in 1723 development proceeded at a far greater pace. South Weymouth's first meeting house (1723) was erected at Columbian Square and nearby was their first school house.

By the mid-eighteenth century, small-scale shoemaking had emerged as the principal economic activity for South Weymouth residents, as it had in other sections of town. By 1802, the population of the South Precinct was rapidly gaining on that of the North with 838 residents counted in the South and 965 in the North. In 1804, development in South Weymouth, particularly in the Columbian Square area, was spurred by the laying of the New Bedford Turnpike (Main Street) which connected Boston to New Bedford, passing just west of Columbian Square. With the turnpike came increased commercial development at Columbian Square and nearby at the smaller intersection of Main and Pleasant Streets (Independence Square).

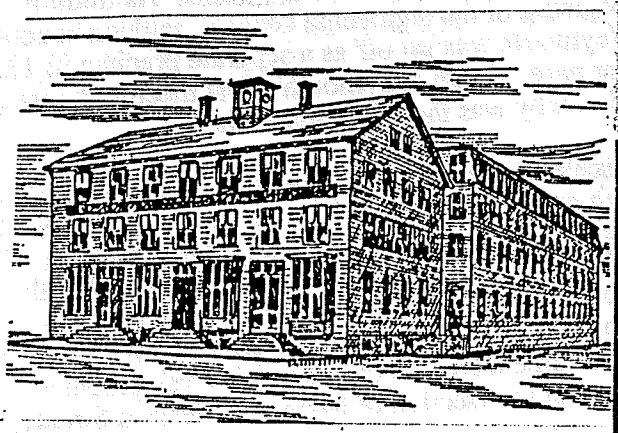
By 1830 Columbian Square had emerged as an important center for the community. In addition to the church on the Square, the area was served by two school houses in the immediate vicintity of the Square. Development radiated out from Columbian Square with residences lining Pleasant, Union, Main, and Pond Streets. Many of these late eighteenth and early nineteenth century houses remain, particularly along Union Street. These include, 230 Union Street (ca. 1790), 236 Union Street (ca. 1800), 180 Union Street (ca. 1810), 186 Union Street (ca. 1810), and 793 Main Street (ca. 1820).

An important contributor to the mid-nineteenth century development of the Columbian Square area was the Old Colony Railroad which ran across the southwest corner of Weymouth. The line intersected Pond Street just below Main Street in 1845. Although contemporary maps of the area document a train station at this intersection, the current station at this location appears to date from a later period (ca. 1870). The railroad brought increased industrial expansion to the Columbian Square area.

Through the mid-nineteenth century Columbian Square continued to develop as an important center of activity. In addition to increased residential density along the streets leading to the Square, several stores, a blacksmith shop, and a shoe shop were located in the immediate area. Three churches also stood at Columbian Square at that time, including the Old South Union Church (1853-54) which remains today. In 1857 the town's first shoe factory was opened on the west side of Columbian Square by John S. Fogg. Fogg's factory, at 4-10 Union Street, is one of two nineteenth century shoe factories extant in Weymouth.



Columbian Square 1989.



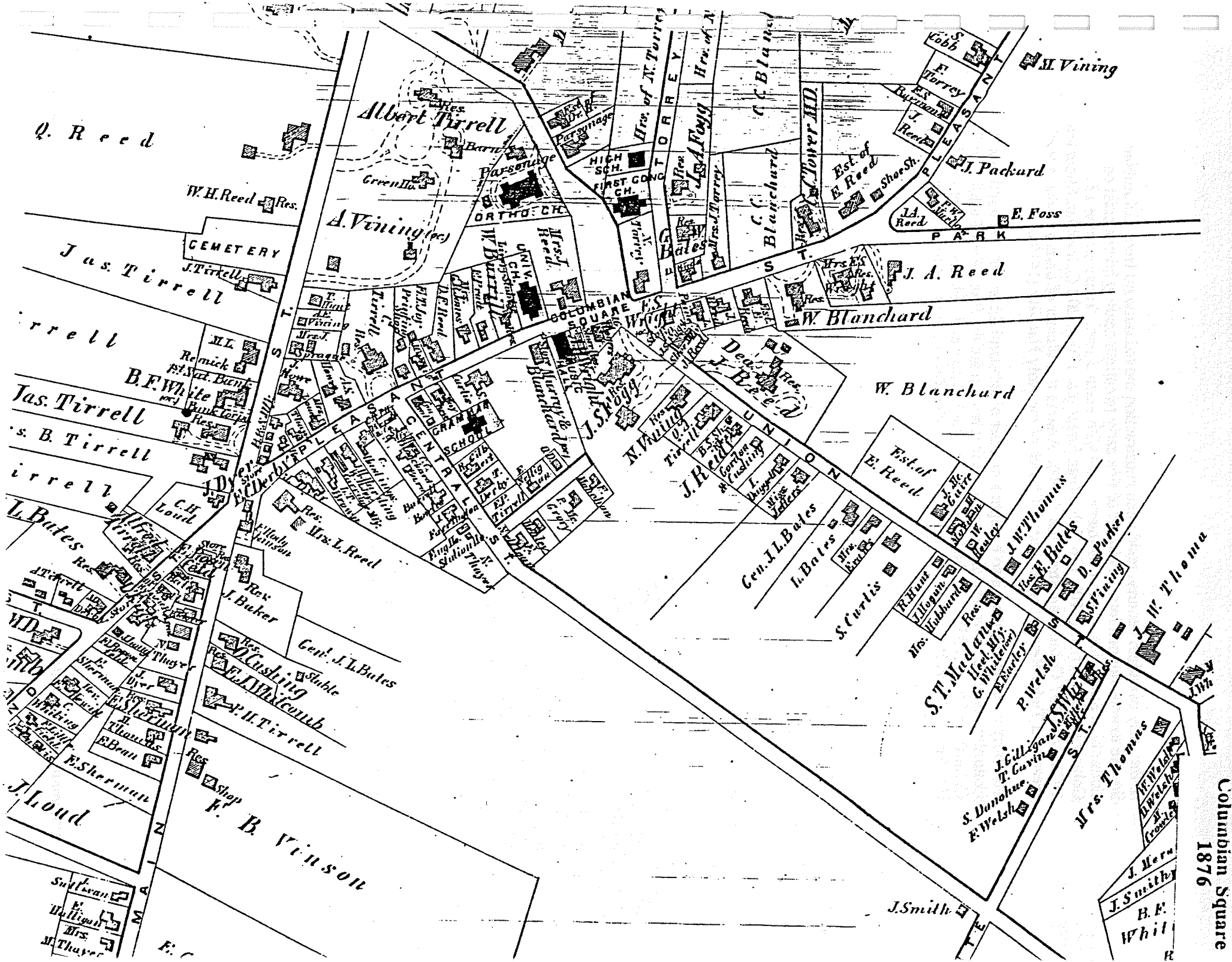
The John S. Fogg Boot Factory as it appeared in the nineteenth century (the Reed Factory is at the rear).

John S. Fogg Boot Factory, 4-10 Union Street, South Weymouth (1857) as it looked in 1988.

In 1868 the South Weymouth Savings Bank was incorporated and their first offices were located in the home of Benjamin F. White. This house remains at 937 Main Street (ca. 1855). A number of other excellent examples of mid-nineteenth century residences also remain in the Columbian Square area. These include the house at 128 Union Street (ca. 1840), 224 Union Street (ca. 1850), 136 Union Street (ca. 1850), the Prince Tirrell House at 167 Pleasant Street (1858), the General James L. Bates House at 21 Pond Street (ca. 1860), and the Charles C. Tower House at 158 Pleasant Street (ca. 1870).

During the 1870s and 1880s growth in the shoe industry continued, with the Columbian Square area sharing in the prosperity. The modest shoe manufactories of H. Shaw and B.F. Whitman stood opposite each other on Union Street near Central Street. The larger factory of C.H. & P.H. Tirrell & Company was located on Pleasant Street near Central Street. The S.T. Madan Heel Factory was also on Union Street, near White Street. Employment was easily had for South Weymouth residents and development in the area was steady. The prosperity of the 1870s and 1880s is reflected in the fine residences built at that time, such as 46 Union Street (ca. 1870), 11 Pond Street (ca. 1875), and 140 Pleasant Street (ca. 1880). Commercial activity at Columbian Square flourished in the late nineteenth century with new businesses opening in converted residences or new commercial buildings. The most impressive of the commercial buildings is the Fogg Building (1888) which stands at the southwest corner of the Square.

In the 1890s, the character of the Columbian Square area began to change with the coming of the street railway system, connecting residents of South Weymouth to job opportunities in Boston. Two lines served the Columbian Square area, along Main Street and along Pleasant Street. A third line ran from Columbian Square to Rockland along Union Street. With the advent of the street railway, South Weymouth began a gradual transformation from self-employing manufacturing community to a commuter suburb of Boston. Many fine residences were constructed around Columbian Square in the late nineteenth century. The earliest of these were generally designed in the Queen Anne style; among those that remain are 150 Pleasant Street (ca. 1890), 221 Union Street (ca. 1890), and 42 Pond Street (ca. 1890). Another notable building of this period is the Fogg Library which stands on the northwest corner of Columbian Square.



Columbian Square
1876

In the early twentieth century, residential construction moved outward from Columbian Square to undeveloped lots. A cluster of fine early twentieth century homes exist on Columbian Street, just west of its intersection with Main Street. These include 187 Columbian Street (ca. 1910), 176 Columbian Street (ca. 1900), 208 Columbian Street (ca. 1920), and 197 Columbian Street (ca. 1930). Among this cluster of homes is also a well-preserved Tudor Revival style church, Church of the Holy Nativity (1919).

The early twentieth century also brought a number of substantial commercial buildings to Columbian Square. Two excellent examples that remain are the Hannaford Building at 8 Columbian Street (1938) and the South Weymouth Savings at 88 Pleasant Street (ca. 1926). Fire Station #5 on Pleasant Street (ca. 1937) is another fine example of early twentieth century design.

Historic Resources in the Columbian Square Area

Inventoried

1	Columbian Street	Fogg Library
4-6	Columbian Street	Fogg Building
8	Columbian Street	Hannaford Building(a.k.a. Cameo Theater)
148	Columbian Street	Church of the Nativity
	Columbian Square	World War II Memorial
9	Main Street	Odd Fellows Hall
937	Main Street	Former South Weymouth Savings Bank
22	Pleasant Street	
46	Pleasant Street	
140	Pleasant Street	
150	Pleasant Street	
158	Pleasant Street	
167	Pleasant Street	
228	Pleasant Street	
20	Pond Street	
21	Pond Street	
28	Pond Street	
36	Pond Street	
41	Pond Street	
42	Pond Street	
	Pond Street	Railroad Station
15	Torrey Street	
4-10	Union Street	John S. Fogg Boot Factory
73	Union Street	
128	Union Street	
132	Union Street	
136	Union Street	
210	Union Street	
221	Union Street	
230	Union Street	
231	Union Street	
236	Union Street	

Historic Resources in the Columbian Square Area

To Be Inventoried

176	Columbian Street	
187	Columbian Street	
196	Columbian Street	
197	Columbian Street	
208	Columbian Street	
6	Fogg Road	
16	Fogg Road	
38	Fogg Road	
16	Lakewood Road	
18	Lakewood Road	
793	Main Street	
811	Main Street	
885-895	Main Street	Reed Homestead
67	Pleasant Street	
88	Pleasant Street	Weymouth Savings Bank
89	Pleasant Street	Fire Station #5
141	Pleasant Street	
178	Pleasant Street	
11	Pond Street	
36	Ralph Talbot Street	
42	Ralph Talbot Street	
28	Sargent Road	
37	Torrey Street	
55	Torrey Street	
46	Union Street	
180	Union Street	
186	Union Street	
196	Union Street	
224	Union Street	

Weymouth Landing

Weymouth Landing is located on the western border of the town along the Fore River. The center of Weymouth Landing is defined by the intersection of Front, Washington, and Commercial Streets. Weymouth Landing was a significant shipping and commercial center begining in the eighteenth century and continuing into the early twentieth century. Numerous wharves along Commercial Street regularly served lumber and cargo ships from Maine and the Maritime Provinces. In the late seventeenth century, the focal point of the town's development was in Weymouth Landing, with shipbuilding interests promoting settlement around the mouth of Smelt Brook. As in other parts of town, small-scale shoemaking provided the principal source of income for many residents of Weymouth Landing in the eighteenth century. Although little remains today of the eighteenth century building stock, remnants can be found, as in the house at 160 Front Street (ca. 1720), a former shoe shop.

In 1805 the completion of the Weymouth & Braintree Turnpike, which ran through Weymouth Landing southeasterly to Hingham, resulted in the emergence of Weymouth Landing as the town's leading commercial center. Continued expansion of the shipbuilding industry provided for increased residential and commercial development in the early years of the nineteenth century. Although none of the commercial buildings from this period remain intact, several of the residences do, including 104 Front Street (ca. 1800), 161 Commercial Street (ca. 1810), 105 Front Street (ca. 1810) and 70 Front Street (ca. 1810).

Weymouth Landing's importance as a focal point of commercial activity in the late eighteenth and early nineteenth century was emphasized by the fact that the first two banks in town established their businesses there, the Union Bank of Weymouth & Braintree (1832) and the Weymouth & Braintree Institution for Savings (1833). In addition, the Weymouth & Braintree Mutual Fire Insurance Company opened its doors in Weymouth Landing in 1833. Although these commercial buildings have since disappeared, one rare example of early nineteenth century manufacturing remains at 1 Washington Street (ca. 1830).

In 1849, the commercial and industrial development of the community was further expanded when the South Shore Railroad ran a line directly through Weymouth Landing, constructing a station on the tracks near Commercial Street (at the intersection of Ledge Road). Cross linkage provided access between Weymouth Landing and East Weymouth along Broad Street. As a result, Weymouth Landing emerged as a major transshipment point, particularly for the lumber industry in the 1850s. An increased dependencey on the railroad brought about a sharp decline in the shipbuilding industry.

A number of fine residences were constructed in the mid-nineteenth century, particularly along Commercial Street, for the businessmen of Weymouth Landing, many of the lots on which they stood also contained the workshops or warehouses of the owners. One such property is 127 Washington Street (ca. 1850), which retains its nineteenth century outbuilding. Other well-preserved examples of mid-nineteenth century residences in the area include 101 Commercial Street (ca. 1840), 102 Commercial Street (ca. 1840), 84 Commercial Street (ca. 1840) and 108 Commercial Street (ca. 1860).

In the second half of the nineteenth century, many of the prosperous citizens of Weymouth Landing built high-style residences along Front and Summer Streets, just southwest of the commercial center. Most of these remain standing and retain their original appearances; among these are, 43 Summer Street (ca. 1865), 20 Front Street (ca. 1875), and 43 Front Street (ca. 1870).

Historic Resources in Weymouth Landing

Inventoried

21-23	Broad Street	
55	Commercial Street	Former Wales Hotel
84	Commercial Street	
98	Commercial Street	
102	Commercial Street	
246	Commercial Street	Cotton Tufts, Jr. Homestead
20	Front Street	
38	Front Street	
43	Front Street	
69	Front Street	
70	Front Street	
78	Front Street	
105	Front Street	
115	Front Street	
116	Front Street	
160	Front Street	
	Stetson & Broad Streets	Hunt School
27	Summer Street	
30	Summer Street	
43	Summer Street	
51	Summer Street	
1	Washington Street	
127	Washington Street	

Historic Resources in Weymouth Landing

To Be Inventoried

101	Commercial Street	
108	Commercial Street	
161	Commercial Street	
193	Commercial Street	
217	Commercial Street	
28	Front Street	
35	Front Street	
47	Front Street	
104	Front Street	
18-20	Sterling Street	
15	Summer Street	
35	Summer Street	
103	Washington Street	Weymouth Landing Post Office
	Washington & Commercial Sts.	Sacred Heart Church

Jackson Square
1876

Historic Resources in the Jackson Square Area
Inventoried

623	Broad Street	
614	Broad Street	Masonic Temple
	Broad Street	Fire Station #2
652	Broad Street	
694	Broad Street	
750	Broad Street	
771-779	Broad Street	
782	Broad Street	
870	Broad Street	Rice Tavern
11	Cedar Street	
1061	Commercial Street	
1141	Commercial Street	
1199	Commercial Street	Immaculate Conception School
1238-1240	Commercial Street	
1320	Commercial Street	Congregational Church of East Weymouth
1371	Commercial Street	
1720	Commercial Street	
30	Fairmont Avenue	
31	Fairmont Avenue	
84	Hawthorne Street	
80	High Street	
108	High Street	
30	High Street Place	
Hse.	Iron Hill Street	Weymouth Light & Power Co Generator
	Iron Hill Street	Weymouth Iron Works Carpentry Shop
53	Myrtle Street	
1186	Pleasant Street	
1200	Pleasant Street	
1221	Pleasant Street	
1262	Pleasant Street	
1382	Pleasant Street	
	Pleasant Street	Weymouth Police Department
6	Randall Avenue	
8	School Street	Washington School

Historic Resources in the Jackson Square Area

To Be Inventoried

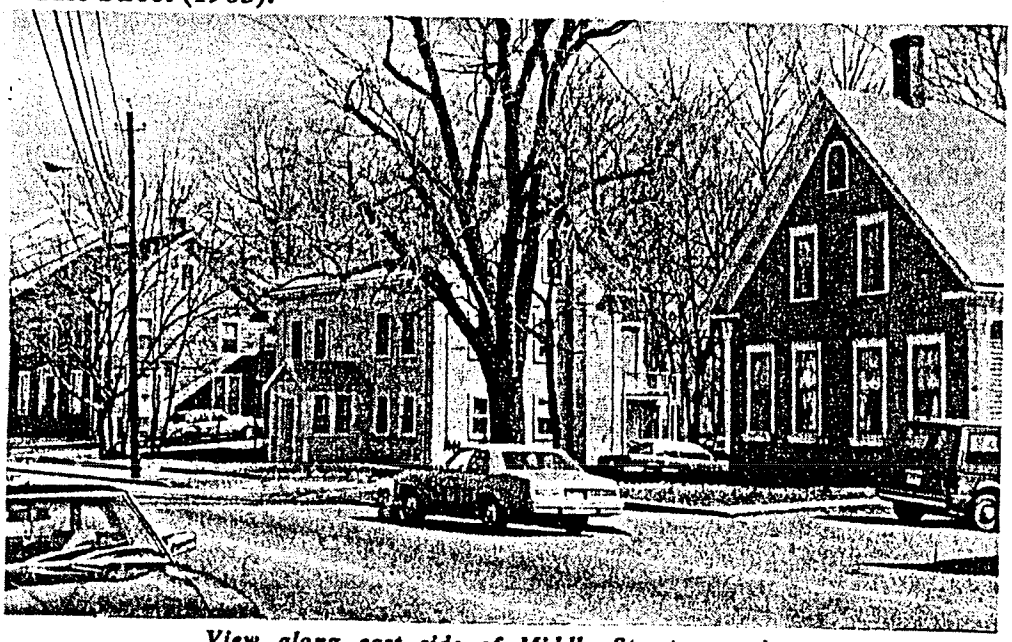
546	Broad Street
549-551	Broad Street
626	Broad Street
679	Broad Street
691	Broad Street
707	Broad Street
1142	Commercial Street
1202	Commercial Street
1210	Commercial Street
1282	Commercial Street
1530	Commercial Street
1615	Commercial Street
1622	Commercial Street
1626-1630	Commercial Street
1640	Commercial Street
1641	Commercial Street
1647	Commercial Street
10	Cottage Street
105	Grant Street
121	Hawthorne Street
52	High Street
53	High Street
66	High Street
29	Myrtle Street
1196	Pleasant Street
1419	Pleasant Street
1423	Pleasant Street
19	Randall Avenue
41	Randall Avenue
45	Randall Avenue
	Somerset Street

Middle Street Area

Just west of East Weymouth, where Broad Street intersects Middle Street, is a small commercial enclave which serves many fine residences that line Middle Street in both directions. Development along Middle and Broad Streets in this location seems to have occurred as the result of prosperity in the Jackson Square area. Middle Street is in the geographical center of town and is one of the oldest streets, having been documented as part of the native trail system. A map of the area in 1830 shows Middle Street running from Commercial Street near Weymouth Heights southward to the New Bedford Turnpike (Main Street), as it does today. Middle Street was linked to Jackson Square via Broad Street, which at that time did not run west of Middle Street. In 1830, 21 houses lined Middle Street between Commercial and Spring Streets, with the greatest concentration at the intersection of Broad Street. Several of these early nineteenth century houses are extant, including 310-312 Middle Street (ca. 1800), 193 Middle Street (ca. 1810), and 363 Middle Street (ca. 1830). The Bates family members were the principal real estate holders at that time, owning six of the houses and much of the land.

By 1853, Broad Street had been extended westward to Weymouth Landing. The number of houses on Middle Street between Commercial and Spring Streets had increased to 28 with additional residential development extending in both directions on Broad Street.

By 1853 the intersection of Middle and Broad Streets had already been established as a commercial focus with a store, slaughter house, and shoe manufactory in the immediate vicintity. By the 1870s increased density on Broad Street toward Jackson Square can be attributed to the opening of at least four major shoe factories on Broad Street. In addition four smaller factories related to the shoemaking industry had begun operations on Middle Street in the immediate area of Broad Street. Although none of the factories remain, a number of fine residences built along Middle Street in the second half of the nineteenth century do, including 162 Middle Street (ca. 1855), 140 Middle Street (ca. 1860), 238 Middle Street (ca. 1860), and 150 Middle Street (ca. 1885). The increased density of the area brought about expanded institutional facilities including the Jefferson School (1889) that remains at 200 Middle Street and the Davis Bates Clapp Memorial Building (boys club) at 209 Middle Street (1903).

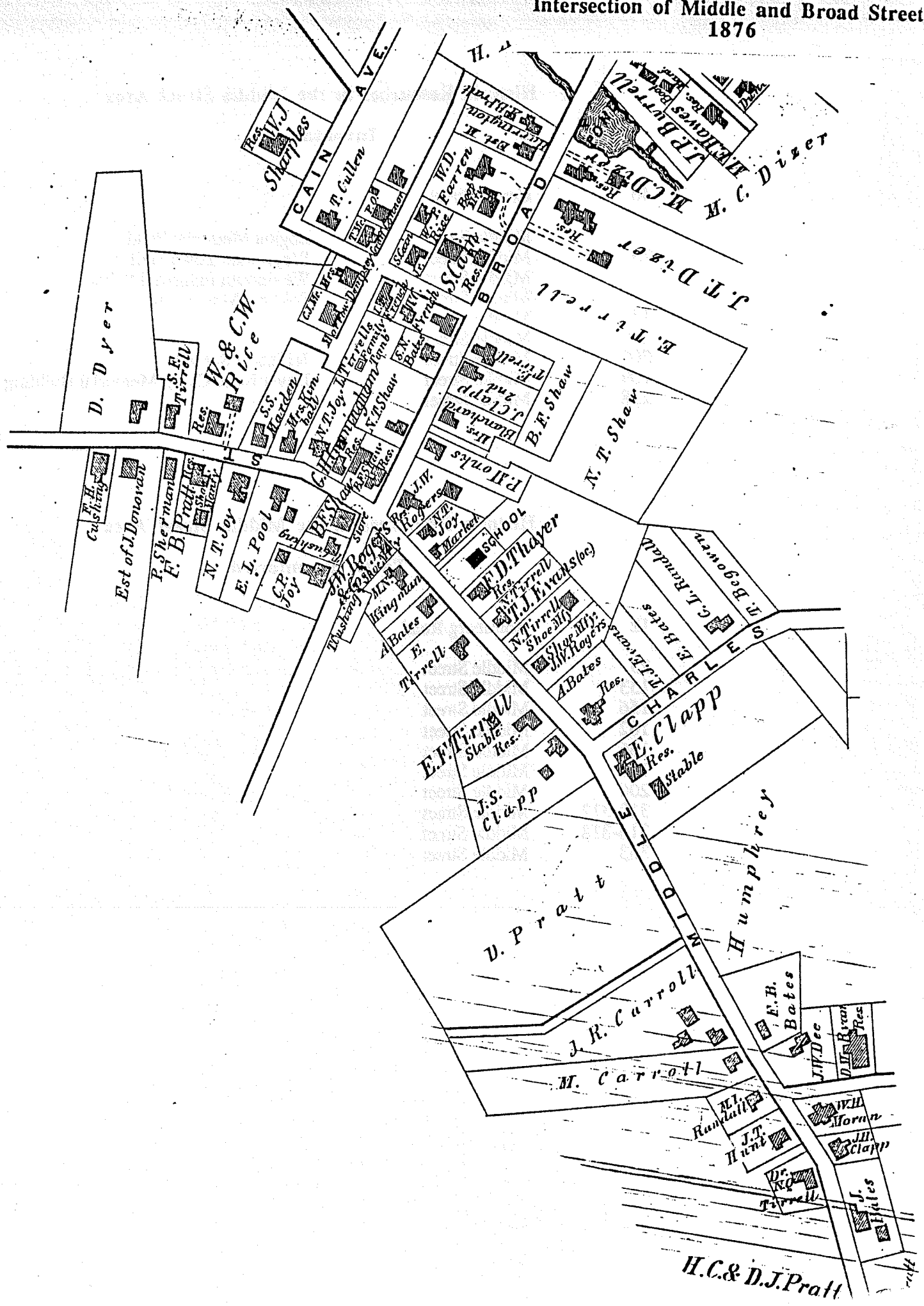


View along east side of Middle Street near its intersection with Broad Street.

As in other sections of town, commercial and residential development in the vicintity of Middle Street were bolstered with the coming of the street railway by the 1890s. One of the principal rail junctions was located at Middle and Broad Streets. By 1899 the intersection boasted a grocery, confectionary, laundry and drug store. Residential density along Middle Street increased as well and a number of the secondary streets were also laid out at this time.

During the early twentieth century Middle Street became the municipal center of town when the Town Hall was constructed at its northern end. The Town Hall (1928), a modified copy of the old State House in Boston, stands at 75 Middle Street.

Intersection of Middle and Broad Street
1876



Historic Resources in the Middle Street Area

Inventoried

40	Center Street	
	Middle Street	Legion Memorial Field
75	Middle Street	Weymouth Town Hall
	Middle Street	Weymouth Industrial School
	Middle Street	Soldiers Monument
140	Middle Street	
150	Middle Street	
200	Middle Street	Jefferson School
209	Middle Street	Davis Bates Clapp Memorial Building
238	Middle Street	

Historic Resources in the Middle Street Area

To Be Inventoried

12	Holmberg Road
23	Middle Street
153	Middle Street
156	Middle Street
162	Middle Street
166	Middle Street
193	Middle Street
206	Middle Street
310-312	Middle Street
316-318	Middle Street
363	Middle Street

North Weymouth

North Weymouth is defined as that area north of Pearl, Neck, and Bridge Streets. North Weymouth is the area of earliest settlement in the town. In 1623 the Gorges settlement established themselves as the first permanent community on land between Great Hill and Mill Cove, known as Old Spain (near the intersection of Sea and Bridge Streets). In 1635 the population of Old Spain was increased substantially when Rev. Joseph Hull brough 21 families from Weymouth, England. The economic base of these earliest settlers was agricultural, with additional support from a growing fishing industry. Little remains of this early period except for a rare example of a seventeenth century residence at 84 Sea Street, beleived to have been built ca. 1650.

In the late seventeenth and early eighteenth centuries, settlement expanded southward toward King Oak Hill. By the mid-eighteenth century the focus of settlement had moved away from North Weymouth and was concentrated in East Weymouth were Whitmans Pond provided excellent milling oportunities. Through the eighteenth century, population in North Weymouth did not increase at nearly the rate it did in other sections of town although the number of residents steadily grew.

In 1812 the Hingham & Quincy Turnpike was constructed (now Bridge Street), providing greater accessibility and increased demand for taverns and service trades in the area. In the first half of the ninteenth century a domestic shoe industry evolved and began to play an important roll in the economy of North Weymouth. Several early nineteenth century residences have survived to the present, including 180 North Street (ca. 1800), 189 Sea Street (ca. 1810), and 566 Bridge Street (ca. 1810).

Although North Weymouth continued to thrive and enjoy limited expansion through the nineteenth century, it did not experience the tremendous population expansion that occurred in the other areas of town. In part, this is due to the lack of a railroad line through a central point in North Weymouth. The nearest depot was at the intersection of North and Green Streets, nearly a mile from the businesses that stretched along Bridge Street. Around 1840 Pearl Streets was laid out, resulting in the construction of several residences there, some of which remain today. In addition, 18 Sea Street (ca. 1845) is a fine example of mid-nineteenth century residential construction. By the 1850s Athens Street had been laid out and Pilgrim Church was constructed in 1852 on the site it occupies today.

In the 1850s and 1860s shoemaking on the domestic level was consolidated into factories, primarily in East and South Weymouth, but also in North Weymouth on a smaller scale. By 1876 there were eight shoe factories of various sizes in North Weymouth.

Bridge Street continued to develop as the principal commercial strip with several shoe factories and stores lining it. A number of fine residences were constructed in North Weymouth in the mid-nineteenth century, particularly along Sea Street were many of the area's prominent residents lived, those that remain include 22 Sea Street (ca. 1855), 42 Sea Street (ca. 1860), and 48 Sea Street. The house at 246 North Street (ca. 1860) is also a fine example of the period.

By the early 1880s North Weymouth had become more accessible with the construction of a street railway line from Broad Street along Middle, North , Neck, and River Streets. This was in part responsible for the emergence of a summer resort community in North Weymouth. Large parcels of land north of Bridge Street were subdivided and sold as house lots. One of the earliest parcels to be divided was the area bounded by Sea, Bridge, and North Streets. In 1884 an advertisement for these house lots touted them as:

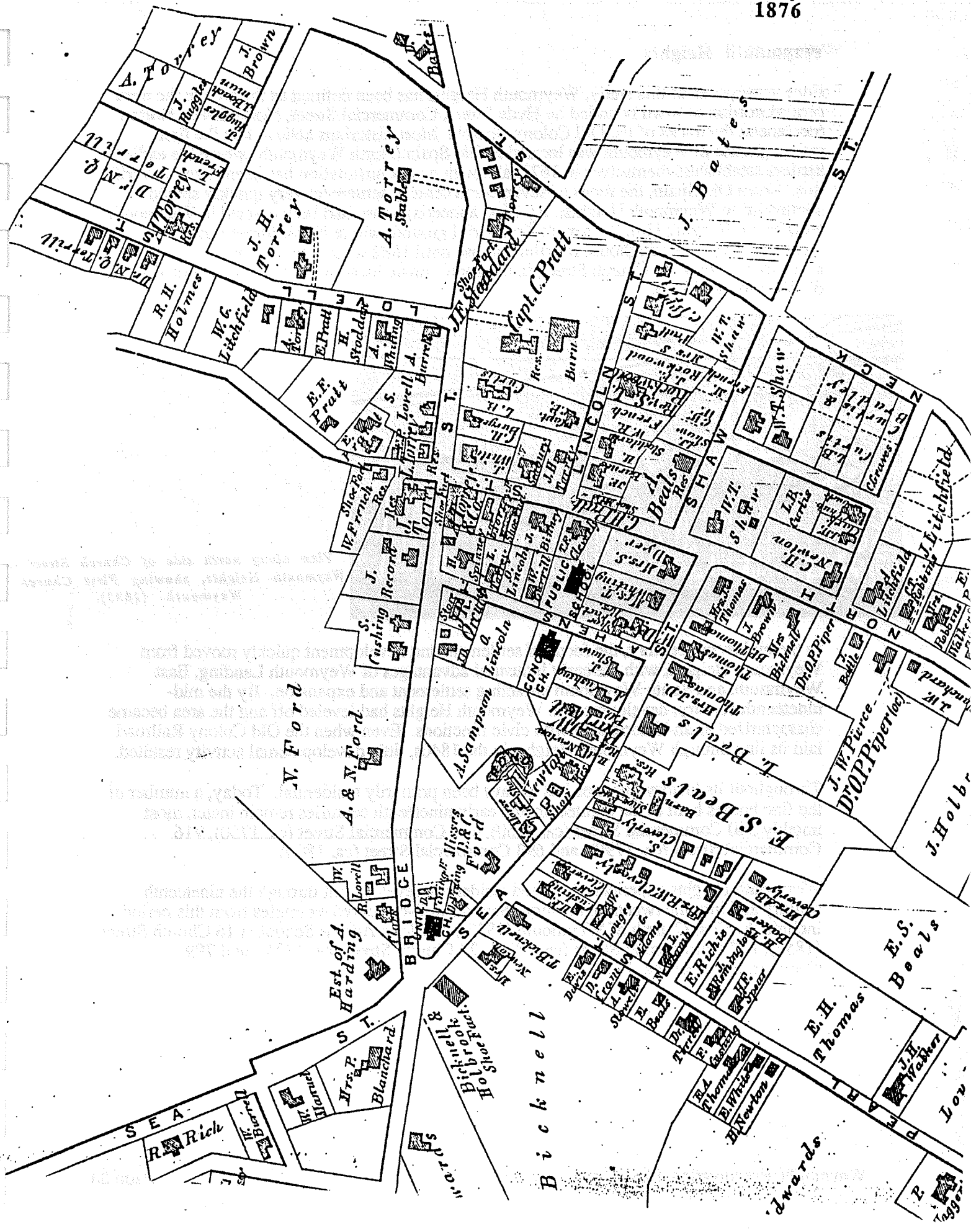
"beautifully located, accessible by the Old Colony Railroad and the Quincy and Boston Electric Road and by boat from Boston. Restrictions on all houses built. Deep Water Beaches. No nud flats."

A number of the houses built at this time remain in use, most having been converted to year round use. These include, 7 Sagamore Road (ca. 1890) and 7 Squanto Road (ca. 1890).

In the twentieth century, as residential density in the area increased and automobile travel became the prefered mode of transportation, Bridge Street took on more strongly commercial characteristics, with increased construction of commercial buildings and conversion of residences into commercial use. Although most of these have been replaced by modern structures or altered beyond recognition, one excellent example of an early twentieth century gas station remains at 270 Bridge Street (ca. 1928). Other well-preserved examples of early twentieth century architecture remaining in North Weymouth are the house at 32 Sea Street (ca. 1900) and the Athens School on Athens Street (1901-02) which replaced an earlier school of the same name on the site.

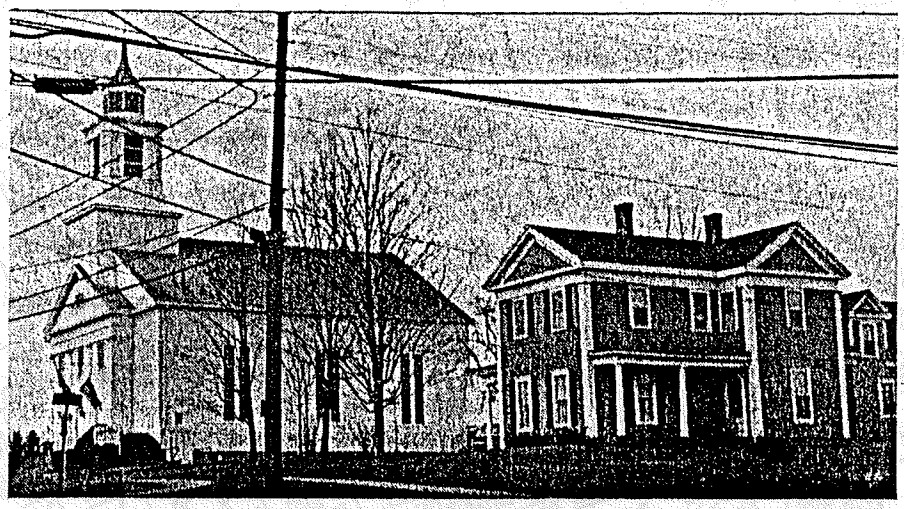
In 1925 the Boston Edison Company opened its Edgar Station power plant at the west end of Bridge Street; it was the largest of its kind when built and remains an excellent example of Art Deco industrial design. The increased demand from the local work force appears to have resulted in stepped up housing development in the area immediately surrounding the plant, including laying out of those streets west of Sea and Pearl Streets. The houses built in the late 1920s and 1930s on these streets were modest dwellings, most of which remain standing, including those at 11 Birchbrow Avenue (ca. 1930), 155 Babcock Street (ca. 1925), and 20 Brichbrow Avenue (ca. 1930). Other excellent examples of early twentieth century residential design remain at 371 North Street (ca. 1920) and 88 Sea Street (ca. 1930).

Intersection of Bridge and Sea Streets
North Weymouth
1876


J. Bates
J. Bates
A. Torrey
A. Torrey Stable
J. H. Torrey
R. H. Holmes
W. G. Litchfield
E. F. Pratt
Capt. C. Pratt
Burn
Res.
LINCOLN ST.
SHAW
E. S. Beals
E. S. Beals
E. H. Thomas
E. S. Beals
J. W. Pierce
Dr. O. P. Piper
J. Litchfield
J. Holbr
N. Ford
A. & N. Ford
A. Sampson
Est. of J. Harding
BRIDGE
SEA
Bicknell
Bicknell
Hollis & Shoe Factory
Hrs. P. Blanchard
R. Rich
E. H. Thomas
E. S. Beals
J. H. Walker
Dr. O. P. Piper (loc.)
Dr. O. P. Piper
Battle
Hrs. J. D.
Hrs. J. Thomas
Hrs. Thomas
J. Brown
Dr. Bicknell
Dr. O. P. Piper
C. H. Newton
L. B. Curtis
W. T. Shaw
Hrs. J. Hosmer
Hrs. J. Horsewood
Hrs. J. Shaw
Hrs. J. Spear
E. Richie
Hrs. J. Hardy
Hrs. J. Bicknell
Hrs. J. Lincoln
Hrs. J. Lincoln
Hrs. J. Spinney
Hrs. J. Hunting
Hrs. J. Hunting
Hrs. J. Hunting

Weymouth Heights

For the purposes of this study, Weymouth Heights has been defined as the area in the north central portion of town bounded by Hyde Street, Commercial Street, North Street, Norton Street, and the tracks of the Old Colony Branch. Most historians believe that the first meetinghouse in Weymouth was located in Old Spain (North Weymouth) where the earliest settlers established themselves in 1622, although no documentation has been found to verify this. From Old Spain, the focus of seventeenth century settlement very quickly spread southward to Weymouth Heights. By 1650 a meetinghouse had been erected in Weymouth Heights on Burying Hill, the town's first burial ground, where North Street now cuts through it. This meetinghouse remained in use until 1682 when a more commodious structure was built on Church Street, in the approximate location of the current First Church of Weymouth (1833).



View along north side of Church Street in Weymouth Heights, showing First Church Weymouth (1833).

In the eighteenth century, the focus of settlement and development quickly moved from Weymouth Heights, with the early industrial advantages of Weymouth Landing, East Weymouth, and South Weymouth attracting settlement and expansion. By the mid-nineteenth century, development in Weymouth Heights had leveled off and the area became characterized as an historic area with civic functions. Even when the Old Colony Railroad laid its line through Weymouth Heights in the 1840s, little developmental activity resulted.

Throughout its history, the area has always been primarily residential. Today, a number of the fine homes built in the eighteenth and early nineteenth centuries remain intact, most notably 540 Commercial Street (ca. 1750), 611 Commercial Street (ca. 1750), 716 Commercial Street (ca. 1790), and 693 Commercial Street (ca. 1800).

Weymouth Heights experienced limited residential development through the nineteenth century and into the twentieth century. Several well-preserved examples from this period include the First Church of Weymouth (1833), the John Adams School at 16 Church Street (1852), 817 Commercial Street (ca. 1870), 24 Church Street (ca. 1875), and 799 Commercial Street (ca. 1890).

Historic Resources in Weymouth Heights

Inventoried

	Church Street	First Church of Weymouth
16	Church Street	John Adams School
540	Commercial Street	
541	Commercial Street	
596	Commercial Street	
611	Commercial Street	
693	Commercial Street	
696	Commercial Street	
	Commercial & Jaffrey Sts.	Laban Pratt Fountain
24-26	East Street	
180	North Street	
382	North Street	
	North Street	Soldiers Monument
180	Norton Street	Abigail Adams Birthplace

Historic Resources in Weymouth Heights

To Be Inventoried

11	Church Street
25	Church Street
45	Church Street
693	Commercial Court
696	Commercial Court
799	Commercial Street
817	Commercial Street
28	Hyde Street
35	Hyde Street
24	North Street
246	North Street
269	North Street
371	North Street
391	North Street

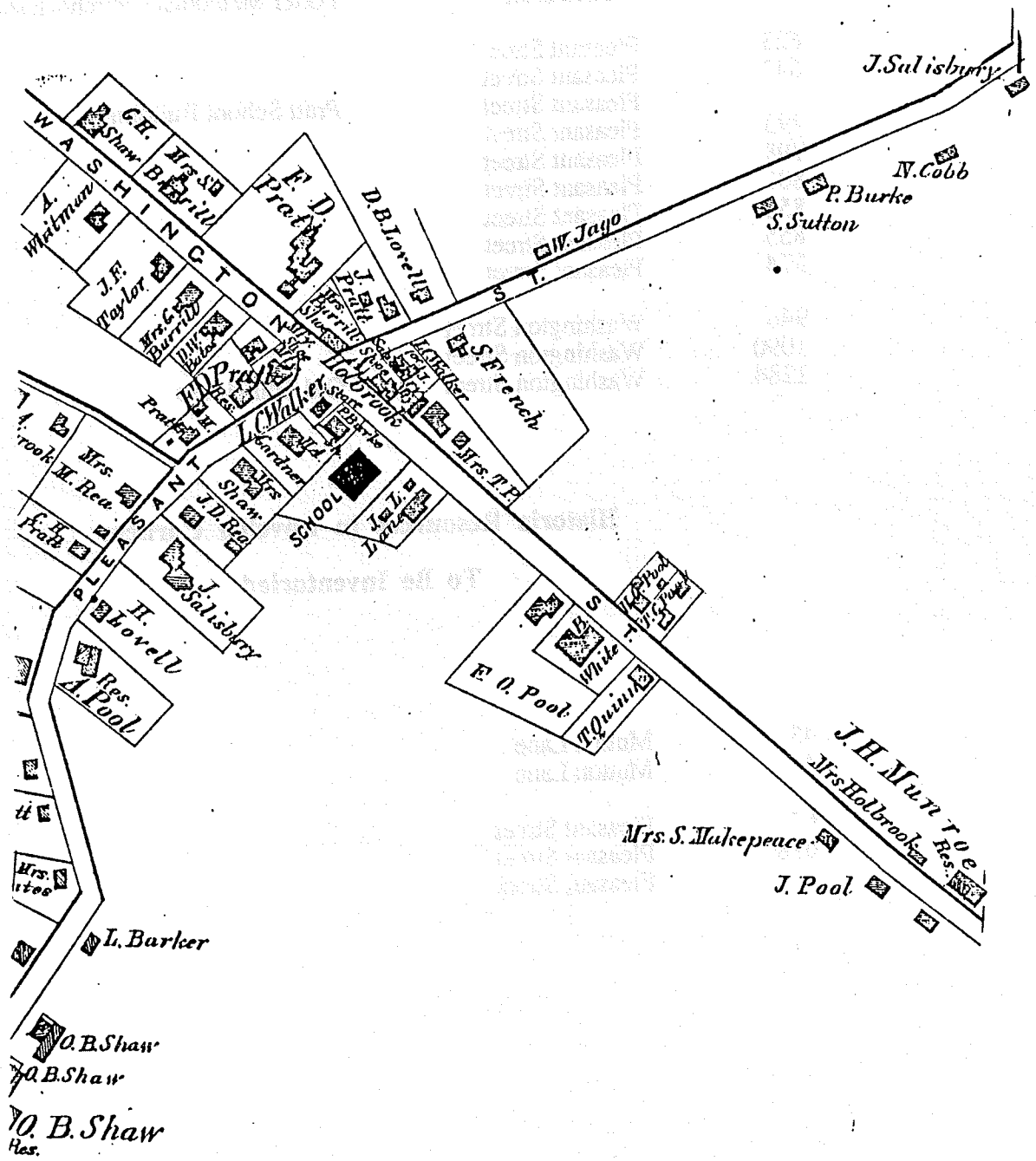
Lovell's Corners

Lovell's Corners is located at the intersection of Washington Street and Mutton Lane located on a narrow stretch of land between Whitman's Pond and the Hingham border. Mutton Lane was formerly Pleasant Street but when Pleasant Street was rerouted a short distance southward, Mutton Lane was created out of the section of road formerly Pleasant Street. Pleasant Street was part of the native trail system, extending from the main trail (Commercial Street) southward to Accord Pond in Hingham. Being the only road through the area, Pleasant Street was the location of earliest development here. Several eighteenth century residences remain standing along Pleasant Street, including 647 Pleasant Street (ca. 1750), 855 Pleasant Street (ca. 1780), 801 Pleasant Street (ca. 1800), and 850 Pleasant Street (ca. 1800). Pleasant Street remained the only access to this area until the Weymouth & Braintree Turnpike (Washington Street) was completed in 1805. The old Toll House for the highway still stands at 1284 Washington Street (ca. 1805).

As early as the 1820s shoemaking supported residents of Lovell's Corners. As in other sections of town, the earliest work was done in ten-footer workshops, either attached to the house or free standing at the rear of the house lot. The first shoe shop at Lovell's Corner was opened by David and Micah Lovell in a red stone building prior to the 1820s. Through the mid-nineteenth century the shoe industry at Lovell's Corners continued to experience limited expansion. By 1876 three of the four corners at the intersection of Washington and Pleasant Streets were occupied by shoe factories. This economic prosperity seems to have been short-lived as, by 1888, none of the factories remained in operation.

By 1830 approximately 20 houses were clustered along Pleasant Street near its intersection with Washington Street. Most of these were owned by the Pratt and Lovell families. Development had also spread along Washington Street. By the 1860s the number of houses in the area had nearly doubled. Several well-preserved examples of these mid-nineteenth century houses remain today, including 793 Pleasant Street (ca. 1850), 1090 Washington Street (ca. 1860), and 43 Mutton Lane (ca. 1860). By the end of the nineteenth century, Lovell's Corners had become a predominantly residential area. In the early twentieth century, many of the larger properties were sub-divided and infill housing built. Several fine Bungalows were built at this time, including those that remain at 678 Pleasant Street (ca. 1925) and 649 Pleasant Street (ca. 1925).

Lovell's Corners
1876



Historic Resources in Lovell's Corners

Inventoried

17	Mutton Lane	Porter Methodist Church/Masonic Hall
623	Pleasant Street	
647	Pleasant Street	
	Pleasant Street	Pratt School Buildings
793	Pleasant Street	
798	Pleasant Street	
801	Pleasant Street	
850	Pleasant Street	
855	Pleasant Street	
874	Pleasant Street	
946	Washington Street	
1090	Washington Street	
1284	Washington Street	Old Toll House

Historic Resources in Lovell's Corners

To Be Inventoried

43	Mutton Lane
46	Mutton Lane
649	Pleasant Street
678	Pleasant Street
726	Pleasant Street

Municipal Buildings

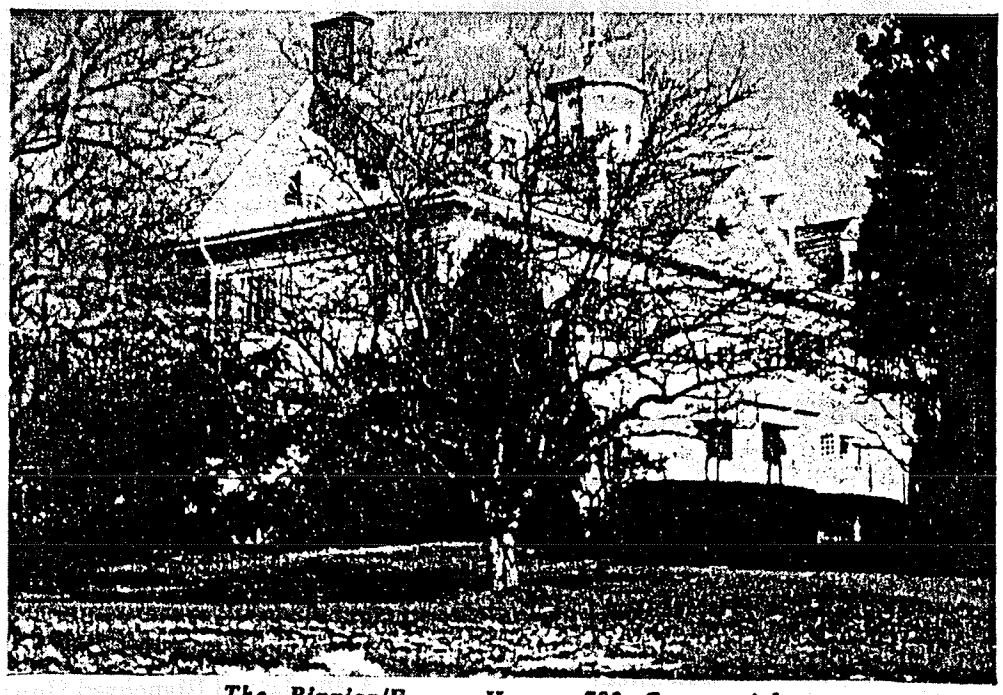
The Town of Weymouth has always taken great pride in their municipal buildings, from commissioning prominent architects of the period and using high quality building materials to promoting continuous upkeep of the structures. As a result, a number of fine examples of municipal architecture remain in Weymouth today. In addition to those located in the areas above, are the following:

Pond School (1928)	Pond Street
Hunt School (1915)	Broad & Steton Sts.
Weymouth Industrial School (1926)	Middle Street
Fire Station #2 (1930)	Broad Street
Fire Station #3 (1929)	Washington Street
Weymouth Town Hall (1928)	75 Middle Street
Water Works Building (1865)	55 Hollis Street
Weymouth Town Home (1923)	Essex Street

Individual Properties

There are several buildings in Weymouth that do not fit neatly into any of the above categories but are rare or unusual examples of a building type or style and are worthy of attention. Although there are a number of other buildings in town that may be eligible for individual listing on the National Register, they are included in proposed districts.

a.) The Binnian House (a.k.a. Emery House) at 790 Commercial Street is an anomaly in Weymouth for its grand scale and high style Georgian Revival design. Built in 1906, the residence was modelled after George Washington's Mount Vernon mansion.



The Binnian/Emery House, 790 Commercial Street (1904).

Historic Resources in North Weymouth

Inventoried

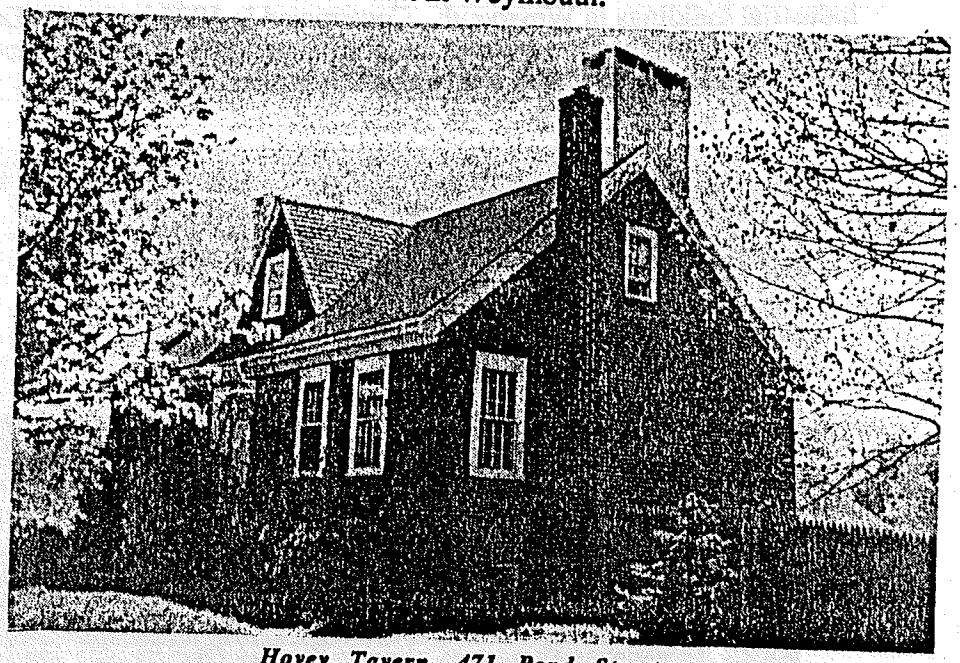
21	Athens Street	Athens School
	Athens Street	Pilgrim Congregational Church
	Athens Street	Fire Station
	Bridge Street	Boston Edison's Edgar Station
270	Bridge Street	Former Gas Station
566	Bridge Street	
180	North Street	
18	Sea Street	
42	Sea Street	
48	Sea Street	
81	Sea Street	Third Universalist Church
	Sea Street	Bicknell School

Historic Resources in North Weymouth

To Be Inventoried

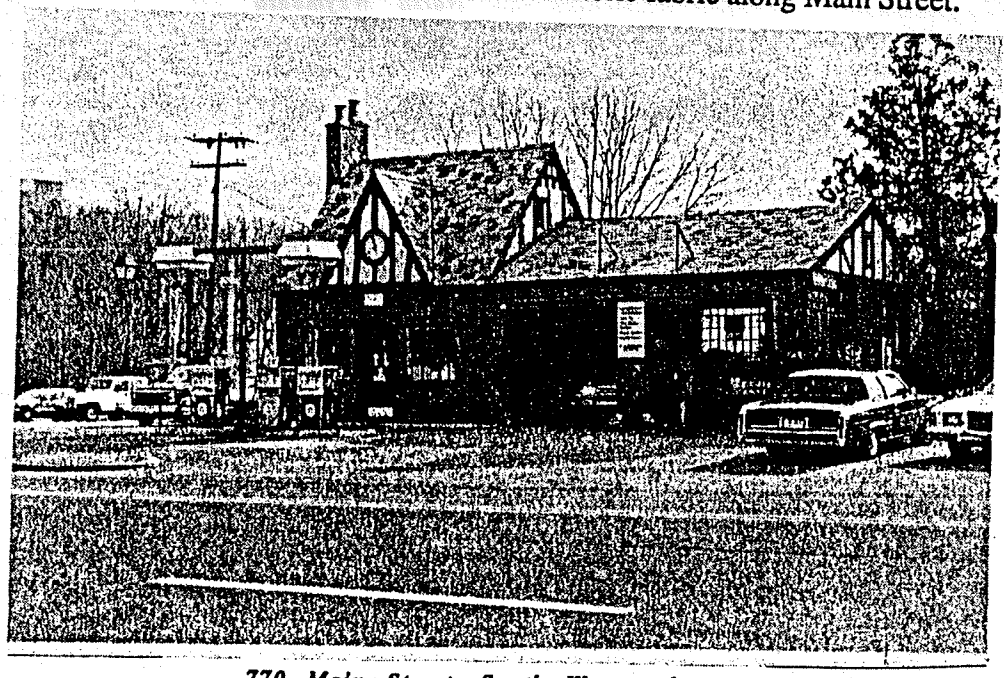
55	Babcock Avenue	
11	Birchbrow Avenue	
20	Birchbrow Avenue	
	Bradley Road	
55	Caldwell Street	
	Lincoln Street	Mile Marker
88	Pearl Street	
276-278	River Street	
7	Sagamore Road	
22	Sea Street	
32	Sea Street	
84	Sea Street	Bicknell Homestead
88	Sea Street	
189	Sea Street	Capt. David Blanchard House
7	Squanto Road	

b.) The Hovey Tavern at 417 Pond Street is unique in its use of material and well preserved condition. The tavern is an eighteenth century Georgian cape constructed of brick, the only one of its kind extant in Weymouth.



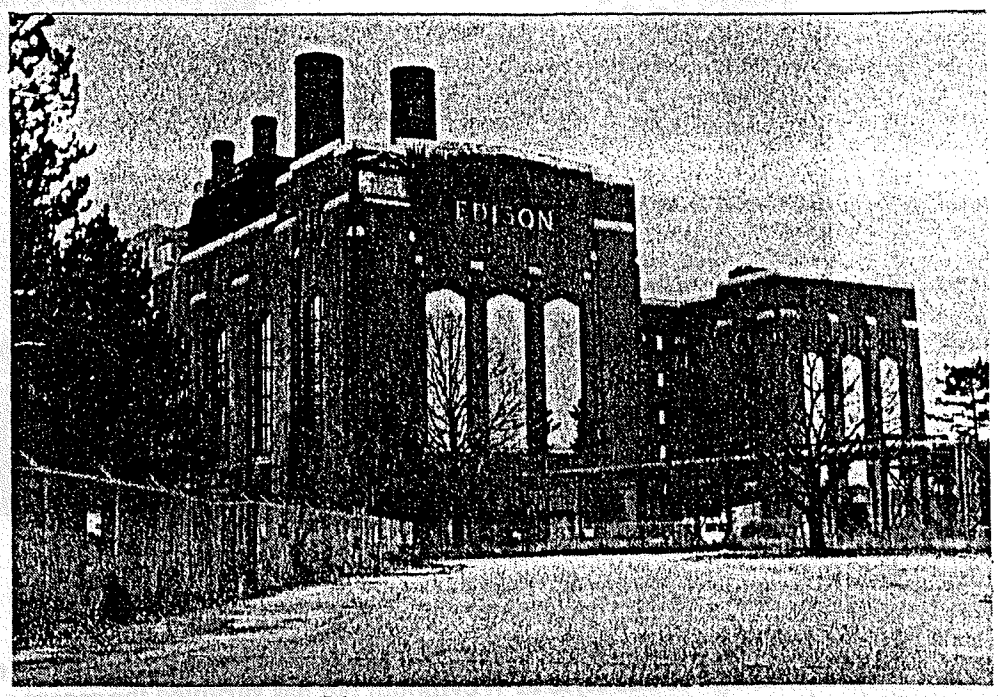
Hovey Tavern, 471 Pond Street, South Weymouth (ca. 1760).

c.) At 770 Main Street a Tudor Revival gas station (ca. 1930) is not only one of the few buildings of this style in Weymouth but has survived the recent commercial development that has devastated most of the historic fabric along Main Street.



770 Main Street, South Weymouth (ca. 1930).

d.) Although Weymouth was once supported by local industry, little of its industrial building stock remains today. The Boston Edison Company's Edgar Steam-Electric Station at the west end of Bridge Street is the most impressive of the surviving industrial buildings in Weymouth. Constructed in 1925 in the Art Deco style, the plant was an engineering wonder of its time, generating twice as much energy as was previously possible. Today it is a National Engineering Landmark.



Edgar Station, Bridge Street, North Weymouth (1925).

Archaeological Sites

Twenty three archaeological sites in Weymouth have been recorded with the Massachusetts Historical Commission (approximate locations have been plotted on the Map of Historic and Archaeological Resources). These sites, through the artifacts of daily life which they contain, provide crucial documentation of the town's development. Most of the archaeological work undertaken in Weymouth has been in the form of amateur artifact collecting, although recently archaeologist Dr. George Horner has assisted the Weymouth Historical Society in thier investigation of a site off Washington Street. A number of artifacts from various sites throughout the town are now in the Historical Society's collection.

Burial Grounds

The town of Weymouth has sixteen burial grounds, of which nine are privately owned. The remaining seven are the responsibility of the Weymouth Cemetery Commission. To date, all but three of the burial grounds have been documented using the Massachusetts Historical Commission inventory forms. These include:

BURIAL GROUND	FORM #
Village Cemetery	800
Ashwood Cemetery	801
Old North Burial Ground	802
Mr. Hope Cemetery	803
Reed Family Burial Ground	804
Waterman Cemetery	805
St. Francis Zavier	806
Nash Cemetery	807
Olde Cemetery	808
Elmwood Cemetery	809
Belcher Cemetery	810
Lakeview Cemetery	811
Highland Cemetery	812

The three burial grounds which have yet to be inventoried are the Fairmount Cemetery on Cedar Street, Bates Tomb on Middle Street, and the White Family Cemetery on the Braintree border.

Parks

There are currently twelve parks (exclusive of playgrounds) and one bird sanctuary in Weymouth, a number of which have existed for over fifty years. Responsibility for the parks is assumed by the Weymouth Parks Commission, which has been in existence since 1889. To date, none of the parks have been documented on the Massachusetts Historical Commissions inventory forms. Weymouth's parks are distributed as follows:

NORTH WEYMOUTH	EAST WEYMOUTH
William Webb Park	Robert S. Hoffman Park
Great Hill Park	Bradford Hawes Park
Beals Park	
Great Esker Park	

CENTRAL WEYMOUTH

Negus Park
Legion Field

WEYMOUTH LANDING

Weston Park
Cranberry Pond Park

SOUTH WEYMOUTH

Gagnon Park
Stella Tirrell Park
Bradford Torrey Bird Sanctuary

Although the Weymouth Fair Grounds are not owned by the town, it is significant in the history of the town and should be recognized as an important historical asset.

Scenic Roads

Within the town boundaries, Weymouth has a number of scenic roads which preserve characteristic elements of their historic appearance including fine trees and stone walls. An Open Space Report prepared for the Weymouth Conservation Comission in 1974 identifies seven scenic roads and two scenic routes (made up of several roads). These are as follows:

SCENIC ROADS

Thicket Street (from Abington town line to Pond Street)
Pine Street (from Pleasant Street to Hingham town line)
Pleasant Street (between the Southeast Expressway and Broad Street)
Essex Street (between Broad Street and Commercial Street)
Randall Avenue (from Lake Street to Broad Street)
Bradley Road (leading to Great Hill Park)
Baylee Road (leading to Great Hill Park)

SCENIC ROUTES

The Bay Trail Route - Randolph Street (from Holbrook town line) to Forest Street, Columbian Street, West Street, Summer Street, and Front Street

Shore Line Route - Birchbrow Avenue (from Babcock Avenue) to Fore River Avenue, Ocean Avenue, Wessagussett Road, Regatta Road, and Fort Point Road

VII Threats to Historic Areas and Properties

One common problem among all of the commercial centers at Columbian Square, Jackson Square, Weymouth Landing (along Washington Street) and at the intersection of Broad and Middle Streets, is that they are lacking a sense of place. No one stops for long enough to appreciate the historical assets of these areas. Each has major thoroughfares running through them, bringing people through for quick shopping. There is little in the way of landscaping or areas to sit so that there is no incentive for people to linger. Other threats to preservation are outlined below.

Columbian Square Area

Like most of the historic properties and areas, there are several factors threatening the preservation of the Columbian Square area. Perhaps the greatest impact on historic character of the area has been the rapid expansion of the South Shore Hospital, located just west of Columbian Square, which services the community with over 300 beds and a staff of over 1200. To date, at least nine former single-family homes in the area have been converted to doctor's offices and several others have been demolished to make way for growth of the hospital.

On Columbian Square itself, increased demand for commercial space and the lack of awareness about the historical significance of the area has resulted in renovations that have not been sympathetic to the Square's historic character. Along Main Street, commercial development pressure has resulted in the loss of numerous historic buildings, leaving very little historic fabric today. Inappropriate renovation has resulted in the loss of historical integrity of a number of buildings throughout the Columbian Square area; the most glaring example of this was the recent renovation of the Odd Fellow Hall which was a rare and well-preserved example of Stick Style architecture prior to its being covered entirely with synthetic siding. Potential new construction is also a threat to the Columbian Square area as much of it is zoned for General Business (B2), allowing for the erection of six-story buildings while the majority of historic buildings there are no more than three an one-half stories.

Weymouth Landing

Lack of maintenance, coupled with a lack of awareness about the historical significance of the area, is a principal threats to preservation in Weymouth Landing. The wharf area, once the heart of a thriving shipping industry, has fallen into disrepair. Development pressure along Washington Street has resulted in substantial loss of historic fabric. In addition, storefront renovations of commercial buildings, although well intentioned, have been inappropriate to the historic character of the area. Potential new construction is also a threat to Weymouth Landing as most of the land along Washington and Commercial Streets is zoned for General Business (B2) which allows the erection of six-story buildings while the majority of historic buildings there are no more than three stories.

Jackson Square Area

The Jackson Square area has a number of factors working against preservation there. The architectural integrity of many of the commercial buildings has been diminished through inappropriate renovation and signage and the removal of distinguishing architectural features. Another problem in this area is inappropriate, although well intentioned, remodelling by

homeowners. The removal of architectural features, installation of contemporary windows, and application of synthetic siding all work to reduce the historical integrity of a building. Potential new construction is also a threat in the Jackson Square area as most of the lots along Broad Street are zoned for Limited Business (B1) and General Business (B2) and all of Jackson Square itself is zoned for General Business (B2); both these designations permit the erection of six-story buildings while the majority of historic buildings there are no more than three stories.

Middle Street Area

Here again inappropriate remodelling is the greatest threat to the historic character of the area. While most of the residences along Middle Street are well preserved, the commercial buildings at the intersection of Broad Street have storefronts and signage that is not in keeping with the area. Only a small section of the Middle Street area, along Broad Street, is threatened by potential new construction. Here lots are zoned for Limited Business (B1), which allows the construction of six-story buildings in an area where the majority of historic buildings there are no more than three stories.

North Weymouth

The most visible threat to North Weymouth is the growing pressures for commercial expansion along Bridge Street. An alarming number of historic structures which once faced Bridge Street have been demolished to make way for modern commercial blocks and shopping centers. A second problem is the lack of information and attention paid to the historical significance of early twentieth century residential development in North Weymouth. There are numerous fine examples of Bungalow styleresidences that have yet to be identified and inventoried but that are associated with an important period of development for North Weymouth.

Weymouth Heights

The greatest threat to Weymouth Heights is the lack knowledge about the historical significance of the area. Being one of the earliest areas of settlement, Weymouth Heights contains a number of seventeenth and eighteenth century residences and the town's earliest burial ground. Since the 1950s the land between these historical remnants has become densely populated. Although the Abigail Adams House attracts many visitors, little is known of the other historical properties and the sense of history is slowly dwindling. Only a small section of Weymouth Heights, at the intersection of Church and North Streets, is threatened by potential new construction. Here a number of the lots are zoned for General Business (B2), which allows the construction of six-story buildings in an area where the majority of historic buildings there are no more than three stories.

Lovell's Corners

The principal threat to the historic properties at Lovell's Corners is inappropriate remodelling by homeowners. Synthetic siding, removal of architectural features, and unsympathetic contemporary treatments have contributed to a gradual loss of historical integrity. Only a small section of Lovell's Corners, along Washington Street, is threatened by potential new construction. Here lots are primarily zoned for Limited Business (B1), which allows the

construction of six-story buildings in an area where the majority of historic buildings are no more than two stories.

Municipal Buildings

Weymouth's municipal buildings are generally well maintained and well preserved. In recent years several of the schools have been sold to the private sector and rehabilitated for alternate uses. Fortunately, these renovations have, for the most part, been done in a manner that is sympathetic to the historic character of the buildings. In most cases, renovation to town-owned properties includes minor alterations, such as window and door replacement, cosmetic work on the interiors, or replacement of services. Of particular concern from a preservation viewpoint is any major alteration that effects the outward appearance of the building or destroys any significant interior feature.

Individual Buildings

The preservation of the individual buildings identified is not immediately threatened by development pressures but this may be felt in the near future. The greatest threat to these structures is the lack of knowlege about them. In many cases, owners are not aware that their property is of historical or architectural significance. Edgar Station may be threatened or adversely effected by proposed plans of the Boston Edison Company. Only one of the four buildings, 770 Main Street, is significantly threatened by potential new construction on adjecent lots. The surrounding land is zoned for Limited Business (B1) which would allow for construction of six-story buildings; this would have a significant effect on the single-story building.

Archaeological Sites

The greatest threat to archaeological sites is the difficulty in identifying and documenting them. In addition, the loss of artifacts and valuable information as the result of new construction and looting of the sites deprives archaeologists of the cultural information these sites can yield.

Burial Grounds

The factor most threatening to the cemeteries is the deterioration of gravestones as the result of vandals, weathering, pollution, and lack of maintenance. The Weymouth Cemetery Commission operates on a small budget, making it difficult to provide the attention necessary to keep up with the deterioration.

Parks

The most immediate threat to the town's historic parks is the lack of knowlege concering their historical significance. Proposals to "upgrade" the parks do not take into consideration the historic landscape features that may remain, primarily because these features have not been thoroughly identified and documented.

Scenic Roads

Scenic Roads are threatened primarily when road repairs or widening is undertaken. The loss of mature trees, stone walls, historic markers, etc. compromise the historical integrity of scenic roads.

VIII Overview of Preservation Strategies

There are numerous tools available to local municipalities and historical commissions that will assist in the effort to preserve historic resources. These generally fall into two categories; those administered at the state and national level through the Massachusetts Historical Commission, such as the National Register of Historic Places, and those implemented locally, such as zoning overlay districts. The following section includes a general discussion of the various preservation stategies that are commonly employed in the preservation of historic resources.

Inventory of the Historic and Prehistoric Assets of the Commonwealth

The Inventory is a statewide data base of historic and archaeological remains, including buildings, structures, objects, parks, burial grounds and sites. Although inclusion in the Inventory does not offer any protective status to a property, it does mean the property will be considered in the process of state and local preservation planning efforts. In addition, the Inventory is critical to the Massachusetts Historical Commission for their environmental reviews and for their evaluation of National Register eligibility. A more indepth discussion of the Inventory can be found in Chapter VI.

National Register of Historic Places

The National Register of Historic Places is this country's official list of buildings, objects, structures, and sites that are significant to American history, culture, architecture, or archaeology. The Massachusetts Historical Commission administers the National Register program for the Department of the Interior.

Listing on the National Register in no way restrict property owners from altering, managing, or selling their property if they are using private funds. Although National Register Listing does not directly ensure preservation of a property, it does provide a number of benefits that may ultimately provide protection. First, listing on the National Register recognizes the property as being significant to the history of a community, state, or nation. This initial step of recognition is crucial to subsequent educational programs. Secondly, listing on the National Register provides property owners with financial incentives through investment tax credits. Through this program, buildings must be renovated following the Secretary of the Interior's Standards for Rehabilitation. Thirdly, listing on the National Register means automatic listing on the State Register of Historic Places. Jointly, these listings provide limited protection from adverse effects of federal or state-assisted projects through environmental review. Finally, inclusion on the State Register makes private nonprofit organizations and municipalities eligible for matching state grants for renovation of listed properties.

State Register of Historic Places

The State Register is a master list of properties that have been designated through one of eight other preservation programs. Prior to enactment of Chapter 254 of the Acts of 1988, properties could not be nominated to the State Register but were automatically listed when designated as a National Historic Landmark, Massachusetts Historic Landmark (program defunct), Massachusetts Archaeological Landmark, Local Landmark, Local Historic District, any property designated under a Preservation Restriction, listed on the National Register of

Historic Places, or any property formally determined elibible for listing on the National Register. Now, in addition to automatic listing, properties can be nominated by the Massachusetts Historical Commission for listing directly on the State Register.

Listing on the State Register provides for a review, by the Massachusetts Historical Commission, of projects using state funding. The Massachusetts Historical Commission assists in minimizing adverse effects on listed properties.

Investment Tax Credits

The Investment Tax Credit program encourages owners of income-producing properties to undertake historic rehabilitations by making them eligible for tax credits. For non-residential buildings fifty years or older that are not listed on the National Register, a 10% credit is available. A 20% credit is available for owners of income-producing properties listed on the National Register. The credit received is based on rehabilitation costs. To be eligible for the 20% credit, owners must follow the Secretary of the Interior's Standards for Rehabilitation and complete an Historic Preservation Certification Application. This must be done prior to rehabilitation of the building.

Use of the Investment Tax Credits can be very valuable, particularly in promoting revitalization of a commercial center.

Local Historic Districts

Local historic districts are the most effective form of protection that can be offered an historic property. A local historic district is established and administered on the local level by a Local Historic District Commission. Bylaws developed for these districts protect the distinctive characteristics of the significant historic buildings within them and ensure that new construction within the district is compatible by providing the property owners with strict guidelines for renovation and new design. Prior to establishment of a district a District Study Committee is appointed to study the feasibility of creating local historic districts in the community, to determine boundaries for districts, and to recommend ordinances or bylaws for the district.

Preservation Restrictions

Preservation Restrictions are placed on a property by the owner and run with the deed either in perpetuity or for a set number of years. Restrictions can be held by qualified nonprofit organization or a local government body. By requiring maintenance of the property and preventing alterations that would compromise its historic character, preservation restrictions provide a high degree of protection. Property owners are benefitted through the federal Tax Treatment Extension Act of 1980, under which the preservation restriction may qualify as a charitable deduction for federal income tax purposes. Also, it may reduce the value of the owner's estate for federal estate tax assessment. Similarly, the federal capital gains tax or gift tax due on property given or sold after it is placed under the restriction may be reduced. Savings on local property taxes and state estate taxes may result from a property reassessment which is allowed by Chapter 59, Section 11 of the Massachusetts General Laws for a property with a perpetual preservation restriction.

Qualified properties include any structure or site significant for its historical, architectural, or archaeological association with a community, state, or nation.

Environmental Reviews

There are currently two types of environmental review programs that provide protection to historic resources.

1. On the state level, Chapter 254 (ammending the Massachustts General Laws Chapter 9, Sections 26-27C) gives the Massachusetts Historical Commission the authority to review state-funded development projects that effect properties listed on the State Register of Historic Places. This review does not guarantee that a project can be stopped but it does give the public an opportunity to consider how a project may effect the natural and cultural aspects of the environment and to recommend alternatives to eliminate, minimize, or mitigate any adverse effects. The success of this process depends upon information provided by the local historical commissions. The Massachusetts Historical Commission relies on the local agencies to report any state-funded project that will effect State Register properties.

2. On the federal level, Section 106 reviews help to protect those properties listed or eligible for listing on the National Register of Historic Places by allowing for review of federally-funded projects by the Massachusetts Historical Commission. Provisions guiding Section 106 Review are similar to those for the state review.

Programs that may affect local historical resources include Housing Improvement Programs, Commercial Area Revitalization Districts, Urban Development Action Grants, Small Cities Grants, Community Development Investment, Executive Office of Communities and Development (housing), Massachusetts Housing Finance Agency, Massachusetts Industrial Finance Agency, School Building Assistance Bureau, Federal Home Mortgage Agency, and Federal Depositors' Insurance Corporation (permitting).

Site Plan Review

Site plan review provides the opportunity to review elements of a proposed design, including building placement, environmental impacts, and effects to natural or cultural resources, in a project area. Site plan review is customarily undertaken by the Planning or Zoning Board but local historical commissions have been written into the review process as commentors on properties meeting certain historic preservation criteria which are incorporated into site plan review provisions. For example, the historical commission might review any project involving an inventoried property or within a certain number of feet of an historic property. The commission is given a specified time period within which they must respond with their comments.

Design Review

The design review process provides towns a degree of control to ensure that new construction and facade improvements of existing buildings are compatible and appropriate to the character of an area or building. Withouth the presence of local historic districts, a town is unable to prevent detrimental design. Design review is generally the responsibility of the Planning Board or historic district commission in the case of project sites in local historic districts. Design review guidelines vary from one town to another and are tailored to the

specific needs and character of a community. Typically, design review guidelines address issues such as setback, roof lines, building height, scale, doors, windows, construction materials, signage, and landscaping.

Sign Ordinance

As an adjunct to zoning bylaw requirements for signage, several communities have solicited imput from the local historical commission when signs are proposed for National Register properties or sites abutting National Register Properties. Often sign review is coupled with or included under the guidelines of design review, with the same municipal body taking responsibitlity for both reviews. The reviewing body is generally the Planning Board or a review advisory board. Design guildelines for signage should consider the following elements: legibility, size, lighting, color, materials, and relationship to architectural elements of the building or adjoining building.

Zoning Controls

There are a number of zoning controls that have been successfully employed by municipalities to minimize adverse effects of new construction on historical resources. The two most commonly used are Overlay Districts and Cluster Zoning.

1. With the adoption of overlay districts, additional requirements are superimposed on existing zoning provisions for areas of particular concern, such as local or National Register districts. These additional requirements can be formulated to regulate a number of design aspects of a project, including use, height, setbacks, lot density, parking, and signage. The overlay district requirements should be tailored to each area for which they are proposed.

2. Cluster zoning is an effective tool in preserving important aspects of the cultural landscape or historic settings. Open space is preserved by requiring new development to be isolated on a portion of the developable land. It is usually required that the undevoloped portion of land be designated under a conservation or preservation restriction. The donation of a restriction can provide financial incentive to developers, making this type of project more attractive.

Demolition Ordinance

Demolition ordinances are established under the Home Rule provisions as special municipal ordinances. The ordinances are put into effect when an application is submitted for a demolition permit on an historic property. These demolition ordinances do not prevent demolition, rather they are a mechanism to delay the process for a specified period so that preservation options can be explored. Typically, this process is triggered when the building in question is listed on the National Register or State Register of Historic Places or included in the Inventory of the Historic and Prehistoric Assets of the Commonwealth. During the period that the delay ordinance is in effect, the local historical commission works with the property owner to investigate alternatives for reuse of the building, whether it be encouraging owners to take advantage of preservation benefits, locating buyers who are willing to preserve the building, or seeking an outside party to move the building for reuse.

IX Specific Recommendations for Preservation

The following are recommendations for preservation options that seem most appropriate to the given areas, buildings, or sites. A more detailed discussion of the various preservation options identified below can be found in the preceding chapter.

Columbian Square Area

1. Complete inventory forms for those properties identified in Appendix B.

2. Nominate the Columbian Square Historic District to the National Register of Historic Places (see proposed district boundaries, Map 1). This district appears to meet Criteria A and C for listing on the National Register. There are three buildings within the proposed district that are already listed individually on the National Register, the Fogg Building (6-10 Columbian Street), Old South Union Church (1 Columbian Street), and the Fogg Library (1 Columbian Street); these may simply be included in the new district. Boundaries of the district should be discussed with representatives of the Massachusetts Historical Commission as they may wish to make modifications.

3. Increase local awareness of historically and architecturally significant buildings by identifying them with historic markers. Identifying all those buildings individually listed on the National Register would be a recommended starting point. This could extend to those properties for which inventory forms have been completed. Properties recommended for historic markers include the Former Tuck Retreat (20 Pond Street), Former Railroad Station (85 Pond Street), Odd Fellows Hall (Main & Pleasant Streets), John S. Fogg Boot Factory (4-10 Union Street), and the Former South Weymouth Savings Bank (937 Main Street). Other buildings that could receive historic markers might include the former homes of prominent citizens, buildings that have strong associations with the development of Weymouth, or outstanding examples of a particular architectural style.

4. Provide an appropriate setting in which the historic buildings of Columbian Square can be appreciated by preparing an urban design plan for the Square itself. This area may be eligible for assistance from the Main Street Program. A meeting with a Main Street Program representative should be arranged.

5. Encorage the preservation of noteworthy architectural features through the use of Preservation Restrictions. This would be an appropriate strategy for those properties listed individually on the National Register and outstanding properties in the historic district. Other buildings that might be targeted for this include the John S. Fogg Boot Factory (4-10 Union Street), 158 Pleasand Street, 42 Ralph Talbot Street, and the Hannaford Building (a.k.a. Cameo Theater - 8 Columbian Street). The Fogg Library had a Preservation Restriction placed on it in 1986.

6. Promote ongoing preservation education by sending property owners a copy of the inventory form that has been completed for his/her building. Once the district has been listed education can be continued through the preparation of a brochure explaining the historical and architectural significance of the district and the properties within it.

7. Regulate new construction that may be inappropriate to the historic character of Columbian Square by adopting a zoning overlay district for the area included in the boundaries of the proposed National Register District (see Map 1).

Weymouth Landing

1. Complete inventory forms for those properties identified in Appendix B.

2. Nominate the Weymouth Landing Historic District to the National Register of Historic Places (see proposed district boundaries, Map 2). This district appears to meet Criteria A and C for listing on the National Register. The Post Office (103 Washington Street) is already listed individually on the National Register. Boundaries of the district should be discussed with representatives of the Massachusetts Historical Commission as they may wish to make modifications.

3. Increase local awareness of historically and architecturally significant buildings by identifying them with historic markers. Identifying the Post Office (103 Washington Street), which is already listed on the National Register, and notable buildings within the district would be a recommended starting point. Recommendations for other properties to be identified with markers include the Former Weymouth Hotel (55 Commercial Street) and Elias Richards' Shoe Manufactory and Insurance Office (1 Washington Street). Other buildings that could receive historic markers might include the former homes of prominent citizens, buildings that have strong associations with the development of Weymouth, or outstanding examples of a particular architectural style.

4. Provide an appropriate setting in which the historic buildings of Weymouth Landing can be appreciated by preparing an urban design plan for the commercial area along Washington Street near the intersection with Front and Commercial Streets. This area may be eligible for assistance from the Main Street Program. A meeting with a Main Street Program representative should be arranged.

5. Encorage the preservation of noteworthy architectural features through the use of Preservation Restrictions. This would be an appropriate strategy for those properties listed individually on the National Register and any outstanding property in the historic district. Other buildings that might be targeted for this include 43 Front Street, 104 Front Street, and 339 Front Street.

6. Promote ongoing preservation education by sending property owners a copy of the inventory form that has been completed for his/her building. Once the district has been listed education can be continued through the preparation of a brochure that explains the historical and architectural significance of the district and the properties within it.

7. Regulate new construction that may be inappropriate to the historic character of Weymouth Landing by adopting a zoning overlay district for the area included in the boundaries of the proposed National Register District (see Map 2).

Jackson Square Area

1. Complete inventory forms for those properties identified in Appendix B.

2. Nominate the Jackson Square Historic District and Lower Commercial Street Historic District to the National Register of Historic Places (see proposed district boundaries, Maps 3 and 4). Both districts appears to meet Criteria A and C for listing on the National Register. The Washington School (8 School Street) is already listed individually on the National Register and can simply be included as part of the district. Boundaries of the districts should be discussed with representatives of the Massachusetts Historical Commission as they may wish to make modifications.

3. Increase local awareness of historically and architecturally significant buildings by identifying them with historic markers. Identifying the Washington School (8 School Street), which is already listed on the National Register, and notable buildings within the district would be a recommended starting point. Properties recommended for historic markers include the Iron Works Carpentry Shop & Office, the Weymouth Light & Power Company Generator House (both on Iron Hill Street), and the M.C. Dizer House on Broad Street. Other buildings that could receive historic markers might include the former homes of prominent citizens, buildings that have strong associations with the development of Weymouth, or outstanding examples of a particular architectural style.

4. Provide an appropriate setting in which the historic resources of Jackson Square can be appreciated by implementing recommendations made in the Jackson Square Urban Design Plan which was prepared in 1979 for the Planning Board. This plan is an indepth study that provides recommendations for improving the aesthetics, traffic pattern, and pedestrian accessibility of Jackson Square, Commercial Square, and Central Square (intersection of Middle and Broad Streets). The plan should be reviewed and modified as necessary to account for the lapse of time. This area may be eligible for assistance from the Main Street Program. A meeting with a Main Street Program representative should be arranged.

5. Encorage the preservation of noteworthy architectural features through the use of Preservation Restrictions. This would be an appropriate strategy for those properties listed individually on the National Register and any outstanding property in the historic district. Other buildings that might be targeted for this include the Masonic Temple (614 Broad Street), Weymouth Iron Works Carpentry Shop & Office (Iron Hill Street), and Weymouth Light & Power Company Generator House (Iron Hill Street).

6. Promote ongoing preservation education by sending property owners a copy of the inventory form that has been completed for his/her building. Once the district has been listed education can be continued through the preparation of a brochure that explains the historical and architectural significance of the district and the properties within it.

7. Regulate new construction that may be inappropriate to the historic character of Jackson Square by adopting a zoning overlay district for the area included in the boundaries of the proposed National Register Districts (see Maps 3 and 4).

Middle Street Area

1. Complete inventory forms for those properties identified in Appendix B.

2. Buildings in the Middle Street area are of two distinct types and appear to warrant inclusion in two separate districts. The municipal properties at the north end of

4. Promote greater awareness and proper care of private burial grounds by providing owners with copies of the inventory forms explaining the historical significance of their site and specifications for proper maintenance and repair techniques.

5. For those cemeteries fifty years or older, the Cemetery Commission should seek determinations of eligibility from the Massachusetts Historical Commission for listing on the National Register of Historic Places. The Old North Burial Ground and Village Cemeteries are included within the boundaries of proposed districts.

Parks

1. Identify and document those parks that are over fifty years old and complete Massachusetts Historical Commisison inventory forms for each. This should be undertaken by the Weymouth Historical Commission in conjunction with the Weymouth Parks Commission.

2. Increase awareness and appreciation of the historic parks by identifying them with historic markers. This should be undertaken by the Weymouth Historical Commission.

Scenic Roads

1. Promote preservation of the historic routes and scenic landscape by seeking designation for the roads identified as Scenic Roads, as set forth in Chapter 67 of the Acts of 1973. This project should be undertaken by the Planning Board.

2. Promote education and awareness of historic roads by marking each with historic markers.

X Priorities for Preservation

If implementation of the various preservation strategies that have been recommended is to be carried out successfully and in a timely manner, it is crucial that a specific timetable be formulated and responsibility for the various tasks or projects be defined at the outset. The following chapter provides general guildelines for recommended short and long-term goals, listed in order of priority. These recommendations are intended only as an outline for a more comprehensive timetable that should include a year by year definition of tasks to be accomplished. It is recommended that representatives of the Planning Board and Weymouth Historical Commission work together to formulate a detailed, realistic timetable based on their knowledge of available funding and manpower.

Short-Term Goals (within two years)

1. Complete the Inventory for those resources, including buildings, parks, and cemetaries, identified as part of this project (see Appendix B). It is recommended that the town of Weymouth, through the Weymouth Historical Commission, apply for matching funding from the Massachusetts Historical Commission to complete the inventory. Funds are available through the Survey and Planning program. Once the Inventory is completed, each owner should be sent a copy of the form for his/her property.

2. Seek Determinations of Eligibility from the Massachusetts Historical Commission for the proposed National Register Nominations, including the districts, individual buildings, and burial grounds over 50 years old. Once a positive determination is received, the nominations should be prepared; it is likely that preparation of these nominations will extend beyond two years. These tasks should be undertaken by the Weymouth Historical Commission and the Cemetery Commisison.

3. It is recommended that the Historical Commission investigate ways to keep themselves informed of state or federally-funded projects that may have an effect on an historic resource and continually advise the Massachusetts Historical Commission of these projects.

4. A subcommittee of the Weymouth Historical Commission should be organized to oversee any issues relating to archaeology. They will be responsible for contacting the Massachusetts Historical Commission if any archaeological sites are discovered. The first task of this committee should be to catalogue any artifacts currently held by the Weymouth Historical Commission and to encourage the Historical Society to do the same. The subcommittee should also investigate the possiblity of having the significant sites that have been documented nominated to the National Register. This subcommittee might include members of the Historical Society.

5. It is recommended that the Planning Board take steps to expand its review power to include design review of those properties listed, or determined eligible for listing by the Massachusetts Historical Commission, on the National Register of Historic Places. It would be advisible to include a representative of the Weymouth Historical Commission in this review process, even if only in a commenting role.

6. The Weymouth Historical Commission and Planning Board should take steps to involve the Historical Commission in site plan review when it effects a property included in the Inventory.

7. The Cemetery Commission should prepare written guidelines for the maintenance and repair of the grave sites for which they are responsible. Once prepared, these guildelines should be distributed to owners of private burial grounds to promote appropriate care.

8. A number of towns in the Commonwealth, including Hingham, have set up separate accounts for their Historical Commissions so that donations or funds raised by the Commission do not go into the general fund of the town but are reserved for use by the Commission to promote preservation projects. It is recommended that the Weymouth Historical Commission seek to set up a separate account for this purpose.

Long-Term Goals (over a five year period)

1. It is recommended that the Planning Office take the necessary steps to adopt zoning overlay districts for the areas recommended and demolition and sign ordinances. The Planning Board should work with the Weymouth Historical Commission in drafting specific requirements of these ordinances.

2. The Planning Office should look toward improving the major commercial spaces by preparing and implementing urban design plans in those areas identified in this report.

3. The Weymouth Historical Commission should continue to promote preservation education through the use of historic markers and support of local history programs in the schools.

4. It is advised that the Weymouth Historical Commission work toward adopting program to promote the use of Preservation Restrictions, including the preparation of a brochure explaining the advantages of Preservation Restrictions which can then be distributed to targeted property owners.

5. Seek designation of the Scenic Roads identified in this report. It seems most appropriate that this be the responsibility of the Planning Office.

6. The Cemetery Commission should investigate the need for additional security measures in the burial grounds and take steps toward filling that need.

XI Preservation Funding Sources

There are several federal, state, and private sources that provide preservation funding to nonprofit organizations and municipalities. The following are those most commonly used.

Massachusetts Historical Commission

Survey and Planning Grants - Provide 50% matching federal funds for the preparation of surveys, preservation plans, historic district studies, archaeological surveys, National Register Nominations, and preservation educational programs.

These grants are available to local historical commissions, local district commissions, Certified Local Governments, local and state agencies, educational institutions, and private nonprofit organizations.

Massachusetts Preservation Project Fund - Under the state grant program, funds are available for restoration, rehabilitation, stabilization, and documentation of historic and archaeological properties owned by nonprofit organizations or municipalities. 50% matching grants are also available to State Register properties.

In addition, 75% of the total project cost is available if applicants are willing to commit an additional 25% toward an endowment fund for long-range maintenance.

National Trust for Historic Preservation

National Preservation Loan Fund - This provides nonprofit organizations and public agencies with low-interest loans, loan guarantees, and lines of credit to help establish local and state-wide revolving funds and loan pools, and to undertake development projects involving historic buildings, sites, and districts.

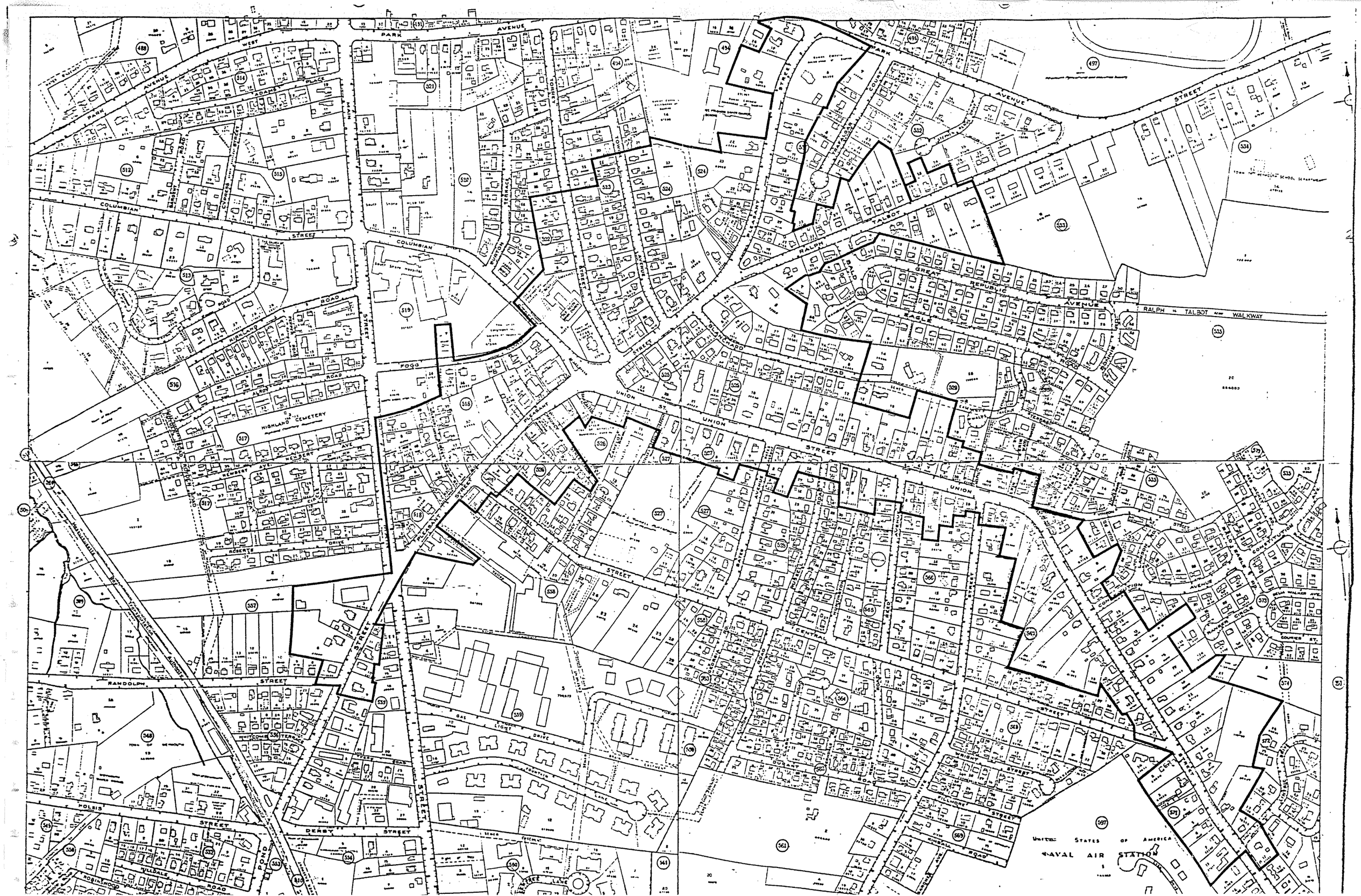
The Getty Grant Program

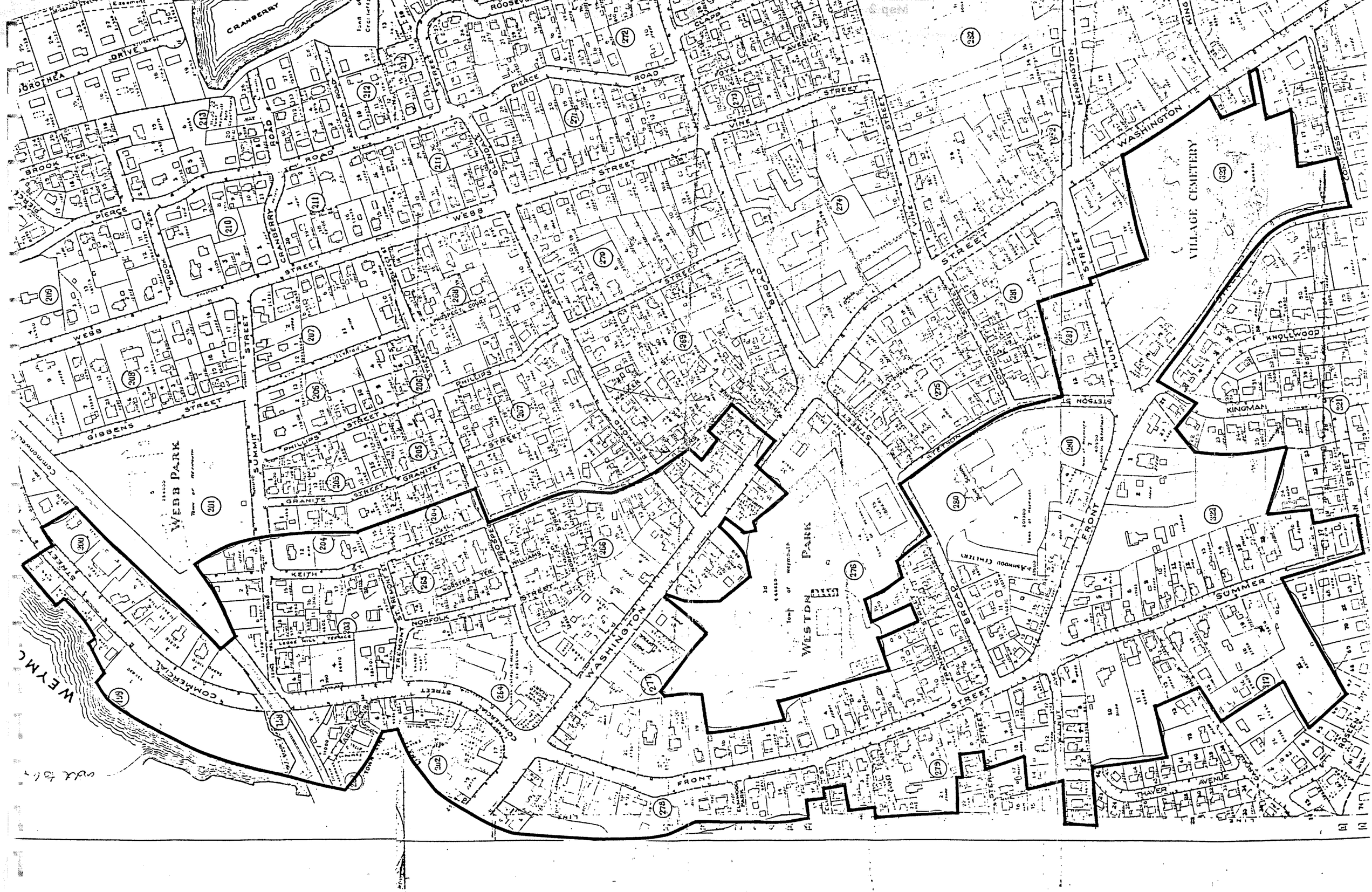
Architectural Conservation - This program provides financial assistance ranging from $20,000 to $250,000 to nonprofit organizations undertaking restoration work on a National Register property.

Addendum

Subsequent to the initial printing of this report, the Old South Union Church on Columbian Square, a National Register property, was destroyed by fire. The congregation is currently seeking funds for reconstruction of the church. It is the intention of the building committee to reproduce the old church as closely as possible, preserving the historic character of the Square.

PARK AVENUE
WEST
ADAMS PLACE
MAIN STREET
COLUMBIAN STREET
BURTON TERRACE
TORREY
TOWN AVENUE
PLEASANT STREET
TRAFALGAR COURT
PARK AVENUE
STREET
RALPH TALBOT
BALD EAGLE
GREAT REPUBLIC AVENUE
RALPH TALBOT WALKWAY
BLANCHARD ROAD
FOGG ROAD
ALROY ROAD
HIGHLAND CEMETERY
HERBERT AVE
MOUNT VERNON CIRCLE
DRIVE
UNION ST
UNION STREET
CENTRAL STREET
CENTRAL AVENUE
BAKER ROAD
CONSTITUTION AVENUE
BELLA WALKER AVE
RANGER CIRCLE
COURIER ST


PARK AVENUE
WEST PARK AVENUE
COLUMBIAN STREET
MAIN STREET
FOGG ROAD
HIGHLAND CEMETERY
KIRKLAND ROAD
ALBOT ROAD
NEWBERT AVE
ROBERTS DRIVE
BURTON TERRACE
TORREY STREET
PLEASANT STREET
TALBOT AVENUE
RALPH AVENUE
GREAT REPUBLIC AVENUE
EAGLE ROAD
BLANCHARD ROAD
UNION STREET
CENTRAL STREET
RANDOLPH STREET
GAS LIGHT DRIVE
FOUNTAIN LANE
DERBY STREET
POLIS STREET
POND STREET
HILDALE ROAD
ROBINWOOD
RALPH TALBOT WALKWAY
UNITED STATES OF AMERICA
NAVAL AIR STATION


CRANBERRY
DOROTHEA DRIVE
BROOK TER
PIERCE
ROAD
ARCADIA ROAD
CRANBERRY ROAD
ROOSEVELT
PIERCE ROAD
GLENDALE
STREET
WEBB
CLAPP AVENUE
FOYE
VINE
STREET
KENSINGTON
WASHINGTON
VILLAGE CEMETERY
CONGRESS
KNOLLWOOD
KINGMAN
STETSON ST
HUNT
STREET
PROSPECT COURT
PHILLIPS
GRANITE
SUMMIT
GIBBENS
WEBB PARK
KEITH
WALKER
SIMONDS
PROSPECT
WILLIAMS
LOBSTER TER
NORFOLK
TREMONT ST
COMMERCIAL
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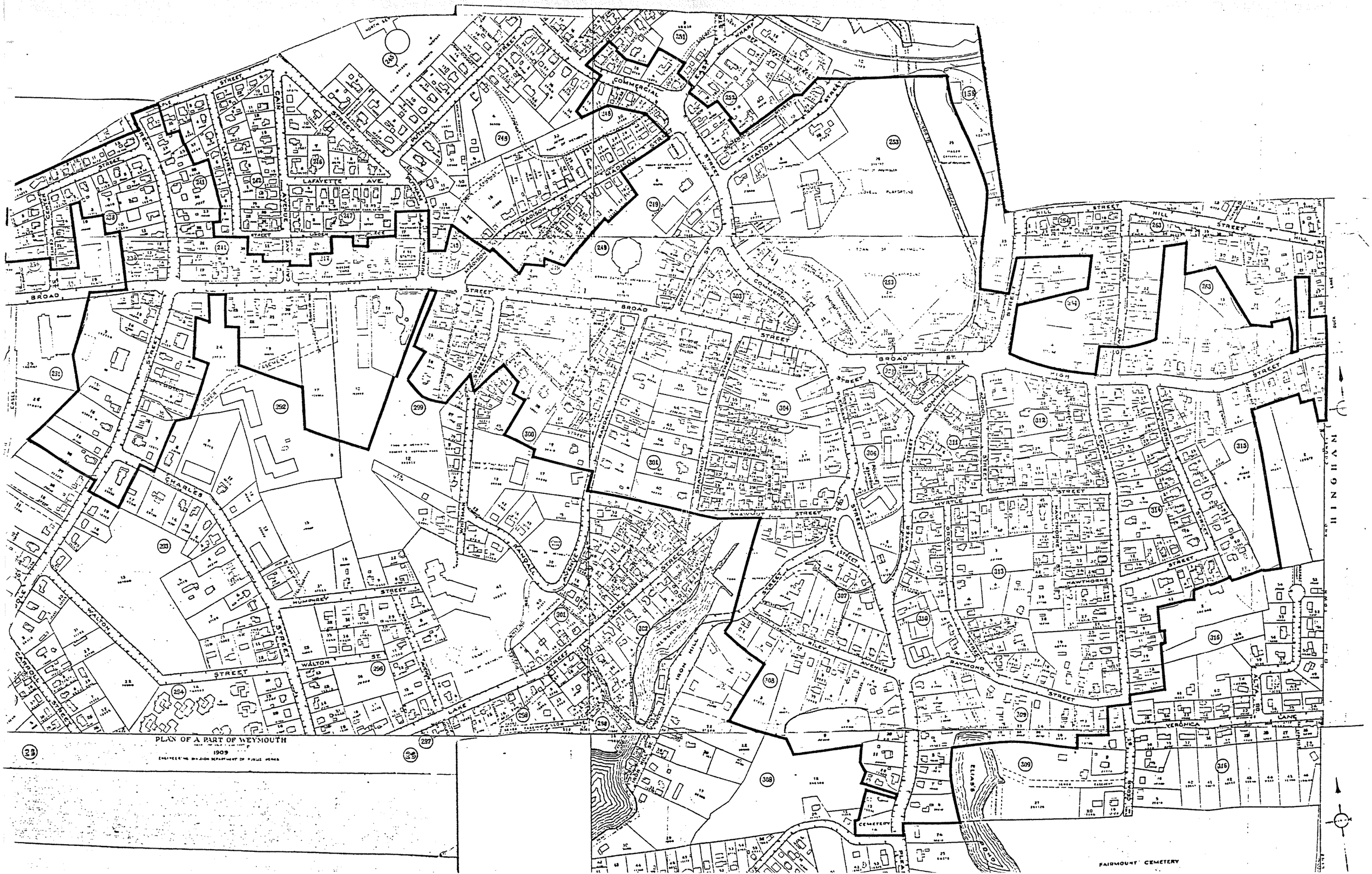
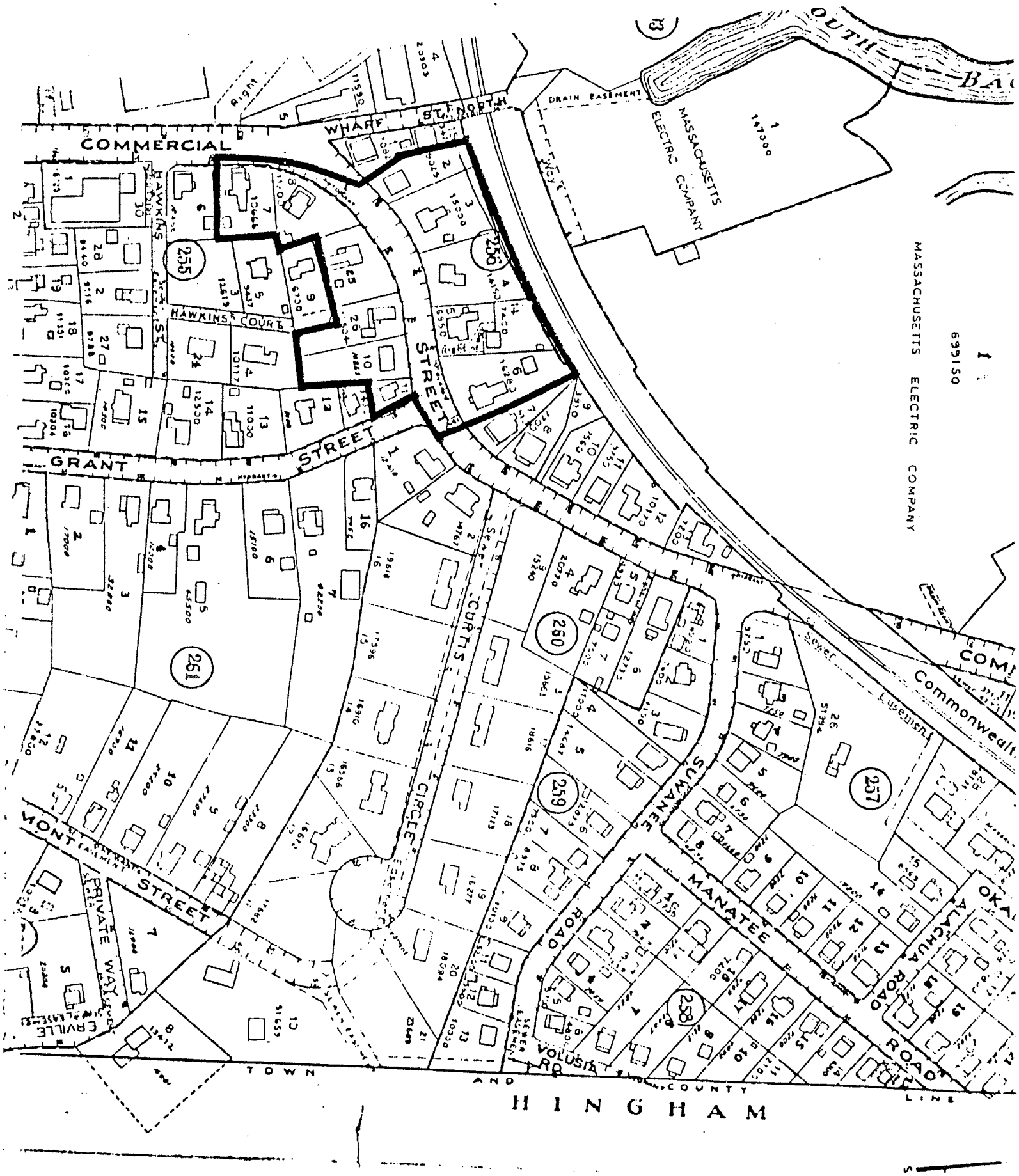
Town of Weston
PARK
BROAD
FRONT
SUMMER
THAYER AVENUE
ROSEN
Ashwood Cemetery


PLAN OF A PART OF WEYMOUTH
1909
BROAD STREET
LAFAYETTE AVE.
PUTNAM
MADISON ST.
COMMERCIAL
STATION
HILL STREET
CHARLES
WALTON ST.
HUMPHREY STREET
RANDALL AVENUE
WASHBURN
SHAWMUT STREET
WATER
MYRTLE
HAWTHORNE
RAYMOND STREET
VERONICA LANE
FAIRMOUNT CEMETERY
HIGHLAND

Map 4

Proposed Lower Commercial Street Historic District



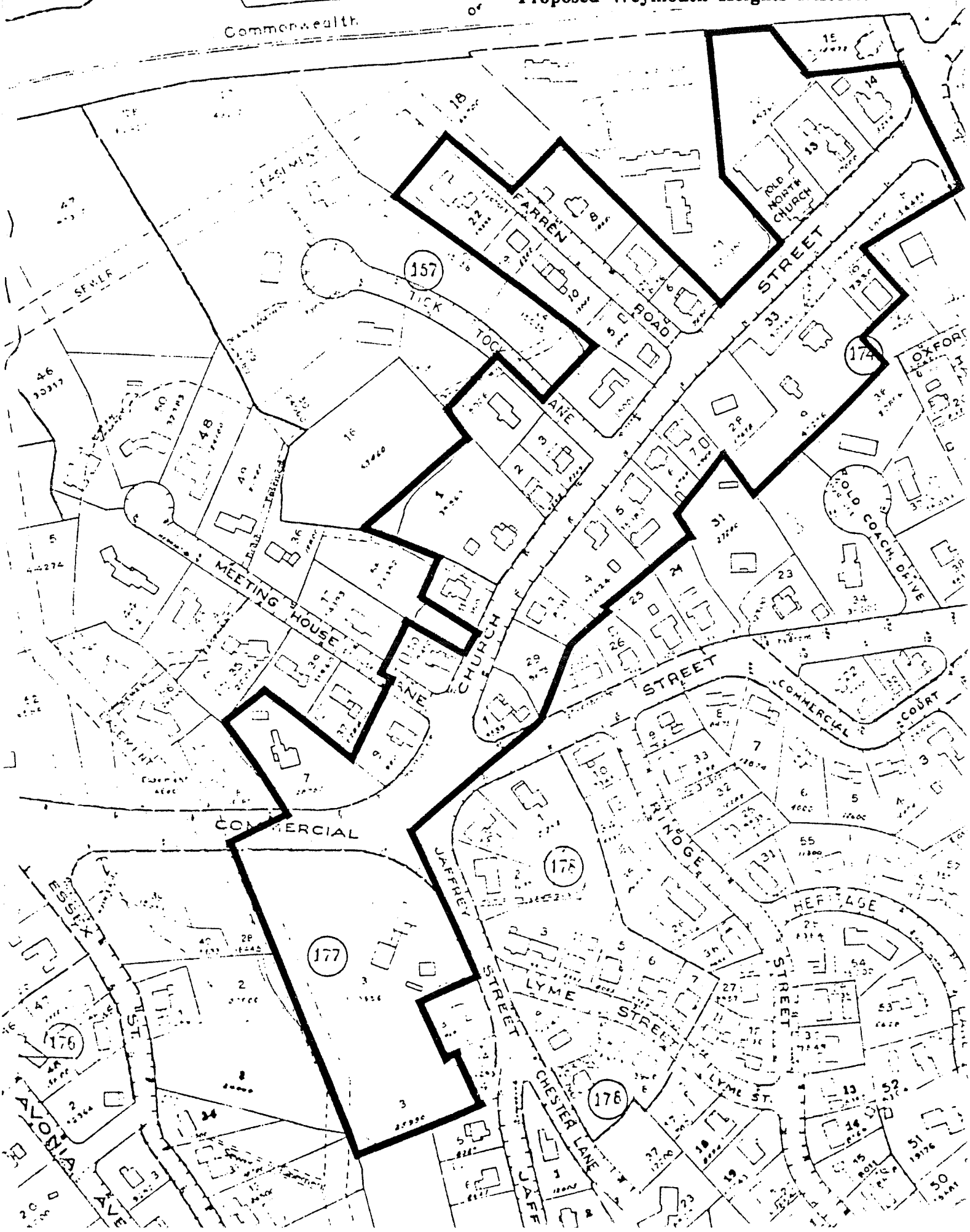
HEET 17

ED TO JANUARY 1988

JAMES T. O'SULLIVAN PLAYGROUND
Town of Weymouth
BEALS PARK
Town of Weymouth
BICKNELL Junior High SCHOOL
Town of Weymouth
ST. JEROME SCHOOL
ROMAN CATHOLIC ARCHBISHOP OF BOSTON CORPORATION SOLE
Weymouth Housing Authority
FIRE STATION
Town of Weymouth
TUFTS LIBRARY
PILGRIM CHURCH
BICKNELL SQUARE
CHAPEL
POST OFFICE
BANK
MANOMET ROAD
WESSAGUSSETT ROAD
SAGAMORE RD.
NANTASKET RD.
BLACKSTONE ROAD
BURSLEY ROAD
PEDROCK ROAD
NEWTON STREET
BRIDGE STREET
PRATT AVE.
DELORIEY AVE.
LOCHMERE AVE.
EVANS AVE.
SEA STREET
PEARL STREET
CRESCENT ROAD
PIERCE CT.
ATHENS STREET
NORTH STREET
LOVELL STREET
LINCOLN STREET
SHAW STREET
HOWARD STREET
CURTIS STREET
ORTON NECK
PASSAGEWAY
ELDEN
Sewer Easement
Drain Easement
Public Easement
Private Easement
Hydrant
N

Map 6

Proposed Weymouth Heights Historic District



North Waymouth Cemetery Association
CEMETERY
CEMETERY
BEALS STREET
SANING ROAD
BLEAKNEY DRIVE
MORELAND
DONNELLAN ROAD
DONNELLAN CIRCLE
RIGHT OF WAY
COLASANTI
MARION RD.
ALTRURA
RINALDO ROAD
GREEN STREET
THOMPSON RD
JUDITH RD
COLONIAL ROAD
LAUDERVALE ROAD
ABIGAIL ADAMS
JOHN QUINCY
NORTH STREET
Conservation
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APPENDIX A

INVENTORIED PROPERTIES IN WEYMOUTH, MA

Street	Number	Historic Name	Form#	Date	Style
Athens Street	33	North Weymouth Fire Station	301	1936	Colonial Revival
Athens Street		Athen School	302	1901-1902	Georgian Revival
Athens Street		Pilgrim Congregational Church	303	1852	Greek Revival
Biscayne Avenue	5		201	ca. 1914	Shingle
Bridge Street		Edgar Station	334	1925	Art Deco
Bridge Street	270	Gas Station	206	1928	Classical Revival
Bridge Street	566		214	ca. 1810	Federal
Broad Street	21-23		129	ca. 1880	Victorian
Broad Street		Hunt School	304	1915-1916	Colonial Revival
Broad Street	614	Masonic Temple	305	1913	Beaux-Arts
Broad Street	623	Marshall C. Dizer House	128	ca. 1860	Greek Revival/Italianate/Colonial Reviv.
Broad Street	636	Fire Station #2	306	1930	Beaux-Arts
Broad Street	652		165	ca. 1880	Gothic Revival
Broad Street	694	Charles H. Pratt House	127	ca. 1870	Victorian Gothic
Broad Street	750		307	ca. 1890	Italianate
Broad Street	771-779		308	ca. 1850	Greek Revival/Italianate
Broad Street	782		309	ca. 1880	Greek Revival
Broad Street	870	Rice Tavern	126	ca. 1750	Colonial
Cedar Street	11		166	ca. 1860	Greek Revival
Center Street	40		215	ca. 1860	Italianate
Church Street	16	John Adams School	218	1852	Italianate
Church Street		First Church of Weymouth	310	1833	Greek Revival
Columbian Square		Old South Union Church	58	DESTROYED BY FIRE	
Columbian Square	--	World War II Memorial	901		
Columbian Square		2nd Church of Christ Marker	905		
Columbian Street	1	Fogg Library	8	1897	Flemish Influence
Columbian Street	4-6	Fogg Building	7	1888	Richardsonian Romanesque
Columbian Street	8	Hannaford Building	311	1938	Georgian Revival
Columbian Street	148	Church of the Holy Nativity	312	1919	Tudor Revival

Street	Number	Historic Name	Form#	Date	Style
Commercial Street	55	Wales Hotel	84	ca. 1860	Italianate/Second Empire
Commercial Street	84		117	ca. 1840	Greek Revival
Commercial Street	98		77	ca. 1790	Vernacular
Commercial Street	102		78	ca. 1840	Greek Revival
Commercial Street	150		76	DEMOLISHED	
Commercial Street	246	Cotton Tufts Jr. Homestead	79	pre. 1700	Georgian
Commercial Street	314		80	ca. 1850	Greek Revival
Commercial Street	417		112	ca. 1795	Georgian/Federal
Commercial Street	444		113	ca. 1770	Georgian
Commercial Street	540		83	ca. 1750	Cape
Commercial Street	541		115	ca. 1790	Cape
Commercial Street	596		85	ca. 1750	Cape
Commercial Street	611		135	ca. 1750	Cape
Commercial Street	693		140	ca. 1800	Federal
Commercial Street	696		139	ca. 1800	Federal
Commercial Street	716		163	ca. 1790	Georgian
Commercial Street	790	Binnian/Emery House	300	1904	Georgian Revival
Commercial Street	872	Capt. William Wildes House	132	ca. 1770	Georgian
Commercial Street	926		137	ca. 1790	Cape
Commercial Street	936		144	ca. 1750	Saltbox
Commercial Street	952		131	ca. 1810	Saltbox
Commercial Street	968		145	ca. 1800	Cape
Commercial Street	1061		162	ca. 1730	Cape
Commercial Street	1141	Former Shoe Shop	134	ca. 1835	Half Cape
Commercial Street	1199	Immaculate Conception School	313	1923	Georgian Revival
Commercial Street	1238-1240		314	ca. 1880	Italianate
Commercial Street	1320	Congregational Church of East Weymouth	331	1905	Gothic Revival
Commercial Street	1371	Weymouth Light and Power Company Office	315	ca. 1925	Astylistic
Commercial Street	1720		136	ca. 1870	Victorian Gothic
Commercial Street	1961		133	ca. 1730	Cape
East Street	24-26	Former First Church Parsonage	205	ca. 1760	Georgian
Elm Street	46		1	ca. 1820	Cape
Elm Street	50	Horse Trough	279		
Elm Street	70		2	ca. 1820	Cape
Essex Street	248		143	ca. 1830	Georgian

Street	Number	Historic Name	Form#	Date	Style
Essex Street	286		141	ca. 1840	Greek Revival
Essex Street	402	Town Home	316	1923	Colonial Revival
Fairmont Avenue	30		168	ca. 1885	Queen Anne
Fairmont Avenue	31		169	ca. 1910	Queen Anne
Front Street	20	Francis Ambler House	91	ca. 1875	Italianate
Front Street	38	Clapp House	92	1900	Shingle/Queen Anne
Front Street	43		93	ca. 1870	Italianate
Front Street	69		94	ca. 1890	Queen Anne Cape
Front Street	70		95	ca. 1810	Federal
Front Street	78		96	ca. 1810/ca. 1870	Federal/Italianate
Front Street	105		97	ca. 1810	Federal
Front Street	115		98	ca. 1840	Greek Revival
Front Street	116		99	ca. 1860	Gothic Revival
Front Street	122		100	ca. 1885	Queen Anne
Front Street	160		278	ca. 1720	Cape
Front Street	240	Cemetery Chapel	101	ca. 1870	Gothic Revival
Front Street	362		102	ca. 1750	Cape
Front Street	683		114	ca. 1760	Georgian
Front Street	747		104	ca. 1840	Greek Revival
Front Street	769		105	ca. 1840	Greek Revival
Front Street	774		106	ca. 1840	Greek Revival
Front Street	1024		45	ca. 1850	Greek Revival
Front Street	1045	Grange Hall	44	ca. 1885	Queen Anne
Front Street	1119		46	ca. 1890	Greek Revival/Queen Anne
Front Street	1147		47	ca. 1805	Federal
Grant Street	124		210	ca. 1780	Cape
Hawthorne Street	84		170	ca. 1890	Queen Anne
High Street	80		172	ca. 1850	Italianate
High Street	108		171	ca. 1850	Greek Revival
High Street Place	30		173	ca. 1880	Gothic Revival Cottage
Hollis Street	55	Water Works Building	3	1865	Romanesque Revival

Street	Number	Historic Name	Form#	Date	Style
Iron Hill Street		Weymouth Iron Works Carpenter's Shop	317	ca. 1845	Greek Revival/Italianate
Iron Hill Street		Weymouth Light & Power Company	146	ca. 1890	Late 19th Century Industrial
Main Street	457		6	ca. 1820	Cape
Main Street	532		4	ca. 1750	Cape
Main Street	770	Gas Station	5	ca. 1930	Tudor Revival
Main Street	937	Benjamin Franklin White House	318	ca. 1855	Greek Revival
Middle Street		War Memorial	320	1929	
Middle Street		Legion Memorial Field	319	1929	
Middle Street	75	Weymouth Town Hall	321	1928	Colonial Revival
Middle Street	75	Weymouth Industrial School	322	1926	Tudor Revival
Middle Street	140		109	ca. 1860	Greek Revival
Middle Street	150		110	ca. 1885	Queen Anne
Middle Street	200	Jefferson School	119	1889	Queen Anne
Middle Street	209	Davis Bates Clapp Memorial	323	1903	Beaux-Arts
Middle Street	238		108	ca. 1860	Second Empire
Middle Street	660		111	ca. 1790	Cape
Middle Street		King Philips War Marker	904		
Mutton Lane	17	Porter Methodist Church	39	ca. 1885	Queen Anne
Myrtle Street	53		174	ca. 1890	Queen Anne
North Street	180		204	ca. 1810	Federal
North Street	382		212	ca. 1800	Georgian
Norton Street	180	Abigail Adams Birthplace	324	1685	Colonial
Old North Cemetery		Civil War Monument	325	1868	
Pleasant Street	9		33	DEMOLISHED	
Pleasant Street	22		43	ca. 1917	Queen Anne/Shingle
Pleasant Street	46	Avery Howe House	27	early 19th C. with a	Astylistic
Pleasant Street	88	South Weymouth Savings Bank	327	1929	Classical Revival
Pleasant Street		Fire Station #5	326	1936	Renaissance Revival
Pleasant Street	140		62	ca. 1890	Queen Anne

Street	Number	Historic Name	Form#	Date	Style
Pleasant Street	150		41	ca. 1890	Queen Anne
Pleasant Street	158	Dr. Charles C. Tower House	42	ca. 1870	Colonial Revival
Pleasant Street	167	Prince Tirell Estate	37	1858	Italianate
Pleasant Street	228		34	ca. 1800	Cape
Pleasant Street	318		66	ca. 1725	Georgian
Pleasant Street	411		28	ca. 1800	Cape
Pleasant Street	424		29	ca. 1800	Cape
Pleasant Street	488		40	ca. 1880	Queen Anne
Pleasant Street	520		30	ca. 1820	Cape
Pleasant Street	623		32	ca. 1790	Cape
Pleasant Street	647		31	ca. 1750	Cape
Pleasant Street	798		35	ca. 1790	Cape
Pleasant Street	801		36	ca. 1800	Cape
Pleasant Street		Pratt School Buildings	60	1906/1927	Colonial Revival/Georgian Revival
Pleasant Street	850		151	ca. 1800	Federal
Pleasant Street	855		152	ca. 1780	Georgian Cape
Pleasant Street	874		153	ca. 1750	Cape
Pleasant Street	1186		130	ca. 1715	Cape
Pleasant Street	1200		154	ca. 1845	Greek Revival
Pleasant Street	1221		156	ca. 1780	Georgian
Pleasant Street	1262		155	ca. 1750	Cape
Pleasant Street	1382		157	ca. 1840	Greek Revival
Pleasant Street	1393	Weymouth Police Department	328	1936	Georgian Revival
Pond Street	20	Tuck's Hygienic Retreat	280	ca. 1870	Second Empire
Pond Street	21	Gen. James L. Bates House	26	ca. 1860	Italianate
Pond Street	28		63	ca. 1890	Italianate
Pond Street	36		22	ca. 1880	Victorian Gothic
Pond Street	41		23	ca. 1880	Italianate
Pond Street	42		24	ca. 1890	Queen Anne
Pond Street	85	Railroad Station	53	ca. 1870	Vernacular
Pond Street	245	Pond Street School	332	1928	Colonial Revival
Pond Street	260	Perez Loud House	68	ca. 1800	Federal
Pond Street	308		25	ca. 1890	Queen Anne
Pond Street	330	Pond Plain Improvement Association	333	1923	Craftsman
Pond Street	417	Hovey Tavern	14	ca. 1760	Georgian Cape
Randall Avenue	6	Nathan D. Canterbury House	164	ca. 1870	Second Empire

Street	Number	Historic Name	Form#	Date	Style
Randolph Street	94		70	ca. 1856	Cape
Randolph Street	107		17	ca. 1835	Cape
Randolph Street	120		19	ca. 1750	Cape
Randolph Street	151		20	ca. 1750	Saltbox
Randolph Street	612		59	ca. 1802	Georgian
School Street	8	Washington School	143	1887	Queen Anne
Sea Street	18		208	ca. 1845	Greek Revival
Sea Street	81	Third Universalist Church	207	ca. 1865	Greek Revival
Sea Street	42		216	ca. 1860	Second Empire
Sea Street	48		209	ca. 1870	Italianate
Sea Street	90	Bicknell School	329	1926	Classical Revival
Sea Street	197		15	ca. 1730	Cape
Sea Street	246		10	ca. 1880	Vernacular
Summer Street	27		11	ca. 1920	Bungalow
Summer Street	30		73	ca. 1790	Cape
Summer Street	43		12	ca. 1865	Italianate
Summer Street	51		13	ca. 1810	Cape
Torrey Street	15	Edith Bates McPhee House	16	ca.1873	Gothic Revival
Union Street	4-10	John S. Fogg Boot Factory	38	1857	Italianate
Union Street	73		49	ca. 1895	Queen Anne
Union Street	128		50	ca. 1840	Greek Revival
Union Street	132		51	ca. 1830	Federal/Greek Revival
Union Street	136		52	ca. 1850	Greek Revival
Union Street	210		71	ca. 1800	Federal
Union Street	221		75	ca. 1890	Queen Anne
Union Street	230		64	ca. 1790	Cape
Union Street	231		54	ca. 1800	Federal
Union Street	236		55	ca. 1800	Federal
Union Street	306		276	ca. 1750	Cape
Union Street	407		56	ca. 1820	Cape
Union Street	601		57	ca. 1780	Cape
Union Street	563		65	ca. 1800	Cape

Street	Number	Historic Name	Form#	Date	Style
Washington Street	1	Elias Richards' Insurance Office & Shoe Manufactory	118	ca. 1850	Greek Revival
Washington Street	200	Fire Station #3	330	1929	Astylistic
Washington Street	468	David Richards House	81	ca. 1817	Federal
Washington Street	1090		149	ca. 1860	Gothic Revival
Washington Street	1284	Old Toll House	48	ca. 1805	Cape
West Street	58		69	ca. 1850	Gothic Revival

APPENDIX B

PROPERTIES TO BE INVENTORIED IN WEYMOUTH, MA

Number	Street	Historic Name	Photo #
55	Babcock Avenue		6-5
11	Birchbrow Avenue		6-4
20	Birchbrow Avenue		6-3
	Bradley Road		
546	Broad Street		4-16
549-551	Broad Street		4-15
626	Broad Street		5-3
679	Broad Street		5-5
691	Broad Street		5-6
707	Broad Street		5-7
55	Caldwell Street		6-17
11	Church Street		
24	Church Street		4-23
45	Church Street		4-20
176	Columbian Street		2-28
187	Columbian Street		2-27
196	Columbian Street		2-33
197	Columbian Street		2-32
208	Columbian Street		2-30
539	Columbian Street		2-26
693	Commercial Court		4-25
696	Commercial Court		4-24
101	Commercial Street		2-17
108	Commercial Street		2-16
161	Commercial Street		2-15
193	Commercial Street		
217	Commercial Street		2-14
337	Commercial Street		4-1
399	Commercial Street		4-2
480	Commercial Street		
799	Commercial Street		4-28
817	Commercial Street		4-29
1142	Commercial Street		5-30
1202	Commercial Street		7-35
1210	Commercial Street		
1282	Commercial Street		5-27
1530	Commercial Street		

Number	Street	Historic Name	Photo #
1615	Commercial Street		
1622	Commercial Street		5-25
1626-1630	Commercial Street		5-24
1640	Commercial Street		5-21
1641	Commercial Street		5-23
1647	Commercial Street		5-22
10	Cottage Street		5-33
6	Fogg Road		
16	Fogg Road		1-37
38	Fogg Road		
289	Forest Street		2-36
28	Front Street		2-3
35	Front Street		2-4
47	Front Street		2-5
104	Front Street		2-6
195	Front Street		
288	Front Street		2-20
339	Front Street		2-21
440	Front Street		2-22
1109	Front Street		2-25
105	Grant Street		5-20
103	Green Street		
121	Hawthorne Street		3-13
52	High Street		3-15
53	High Street		
66	High Street		3-14
315	Hollis Street		2-35
12	Holmberg Road		4-10
28	Hyde Street		4-3
35	Hyde Street		4-4
55	Jaffrey Street		4-18
53	Keith Street		2-19

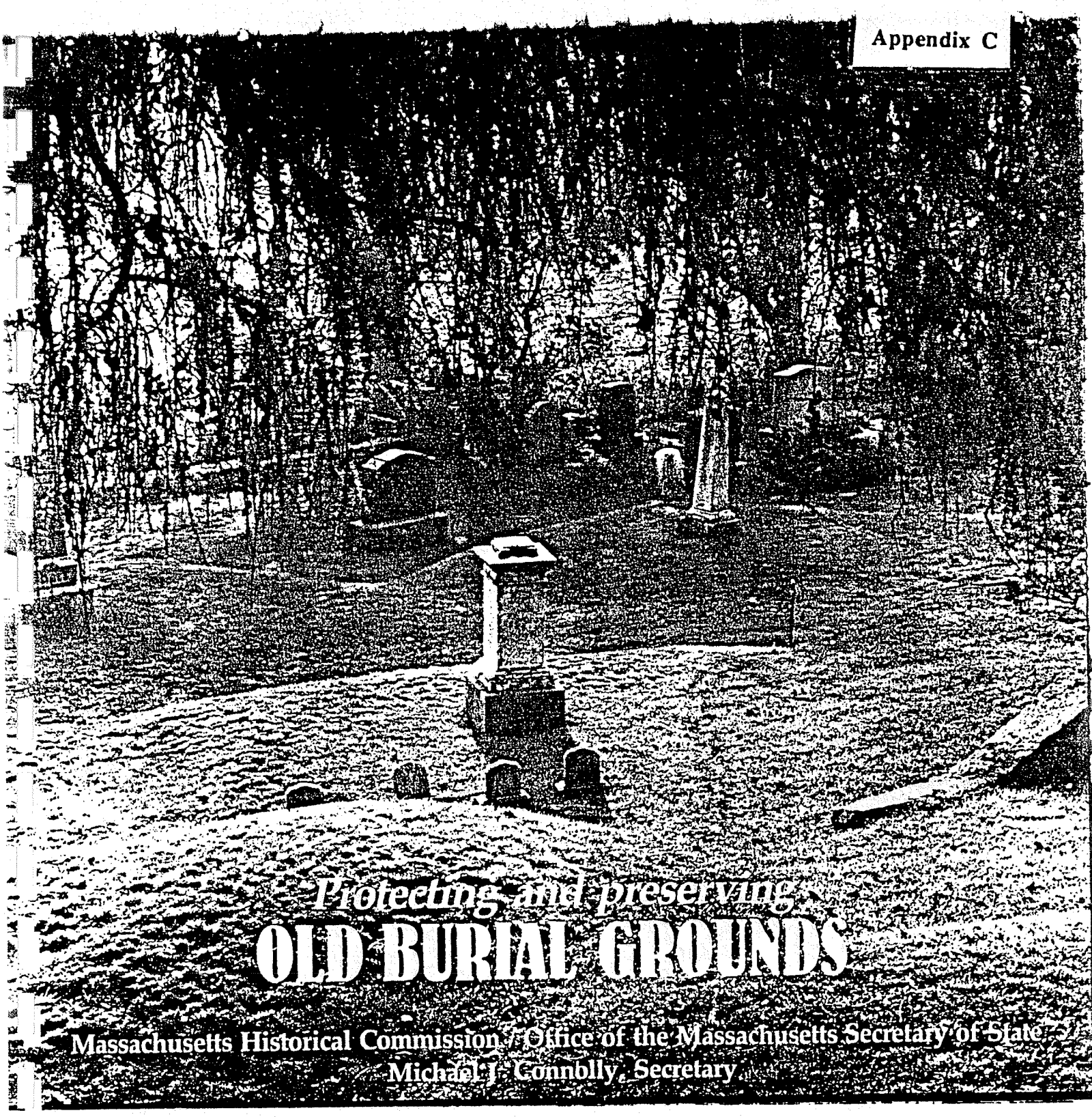
Number	Street	Historic Name	Photo #
69	Keith Street		2-18
192	King Avenue		
20	King Oak Terrace		4-28
16	Lakewood Road		1-7
18	Lakewood Road		1-7
	Lincoln Street	Mile Marker	
638	Main Street		1-1
793	Main Street		1-2
811	Main Street		
885-895	Main Street	Reed Homestead	
	Main Street	Naval Air Station	
23	Middle Street		4-30
153	Middle Street		4-36
156	Middle Street		4-35
162	Middle Street		4-37
166	Middle Street		5-1
193	Middle Street		4-14
206	Middle Street		4-13
310-312	Middle Street		4-9
316-318	Middle Street		4-8
363	Middle Street		4-7
89	Mill Street		2-23
20	Mount Vernon Road East		5-32
43	Mutton Lane		3-9
46	Mutton Lane		3-8
29	Myrtle Street		3-17
24	North Street		
246	North Street		6-12
269	North Street		
371	North Street		6-11
391	North Street		
122	Oak Street		1-31
190	Oak Street		1-30

Number	Street	Historic Name	Photo #
86	Park Avenue		1-36
96	Park Avenue		1-35
88	Pearl Street		
124	Pearl Street		
482	Pine Street		1-28
487	Pine Street		1-29
67	Pleasant Street		1-9
141	Pleasant Street		1-22
178	Pleasant Street		1-25
270	Pleasant Street		1-34
531	Pleasant Street		1-33
540	Pleasant Street		
544	Pleasant Street		1-32
649	Pleasant Street		3-7
678	Pleasant Street		3-3
726	Pleasant Street		3-2
1064	Pleasant Street		3-11
1196	Pleasant Street		3-12
1419	Pleasant Street		5-17
1423	Pleasant Street		5-16
11	Pond Street		1-8
154	Pond Street		1-6
174	Pond Street		1-4
467	Pond Street		1-3
36	Ralph Talbot Street		1-26
42	Ralph Talbot Street		1-27
19	Randall Avenue		5-11
41	Randall Avenue		5-10
45	Randall Avenue		5-9
135	Randolph Street		2-34
294	Randolph Street	Old Hollis School	
311-313	Randolph Street		
559	Randolph Street		2-37
276-278	River Street		
45	Roosevelt Road		4-0

Number	Street	Historic Name	Photo #
7	Sagamore Road		6-8
28	Sargent Road		2-31
22	Sea Street		6-13
32	Sea Street		6-14
84	Sea Street	Bicknell Homestead	6-22
88	Sea Street		6-15
189	Sea Street	Capt. David Blanchard House	6-6
	Somerset Street		
7	Squanto Road		6-16
18-20	Sterling Street		2-7
15	Summer Street		2-8
35	Summer Street		2-9
339	Summer Street		2-24
21	Thicket Street		
67	Thicket Street		
77	Thicket Street		
101	Thicket Street		
37	Torrey Street		2-1
55	Torrey Street		2-0
46	Union Street		1-12
180	Union Street		1-13
186	Union Street		1-14
196	Union Street		1-15
224	Union Street		1-16
246	Union Street		1-18
254	Union Street		1-19
457	Union Street		1-20
624	Union Street		1-21
918	Union Street		
	Washington Street	Sacred Heart Church	
103	Washington Street	U.S. Post Office	
946	Washington Street		
87	Webb Street		2-12

Number	Street	Historic Name	Photo #
121	Webb Street		2-13

Appendix C



Protecting and preserving OLD BURIAL GROUNDS

Massachusetts Historical Commission / Office of the Massachusetts Secretary of State
Michael J. Connolly, Secretary

Massachusetts burial grounds

are exceptional. Scattered throughout the countryside, historic cemeteries function as art, historical record, religious symbol, and contemplative space . . . all in a form accessible to the public. Nonetheless, our appreciation and protection of burial grounds remains generally at a low level.

The deterioration of gravestones and burial grounds is becoming increasingly serious. Weathering, pollution, poor maintenance, and vandalism all contribute to their decay. Sometimes, however, the best intentions to preserve early markers can do even greater damage.

It is important to recognize the distinction between the work that can easily and safely be accomplished by local volunteers, and work that should be left to professional conservators. This brochure describes the problems of gravestone preservation and offers some solutions.

What you can do

Inventory The Association for Gravestone Studies suggests that "the single most important service that an individual or group can do for an old cemetery is to carefully record everything that remains." This is especially important before doing any repair work.

Age, inscription, type and condition of stone, degree of tilt, old repairs, and an overall assessment of the artwork should be noted for each marker. Documentation should also include a map or site plan illustrating the relative placement of each marker; sometimes these are already available through the community's cemetery commission.

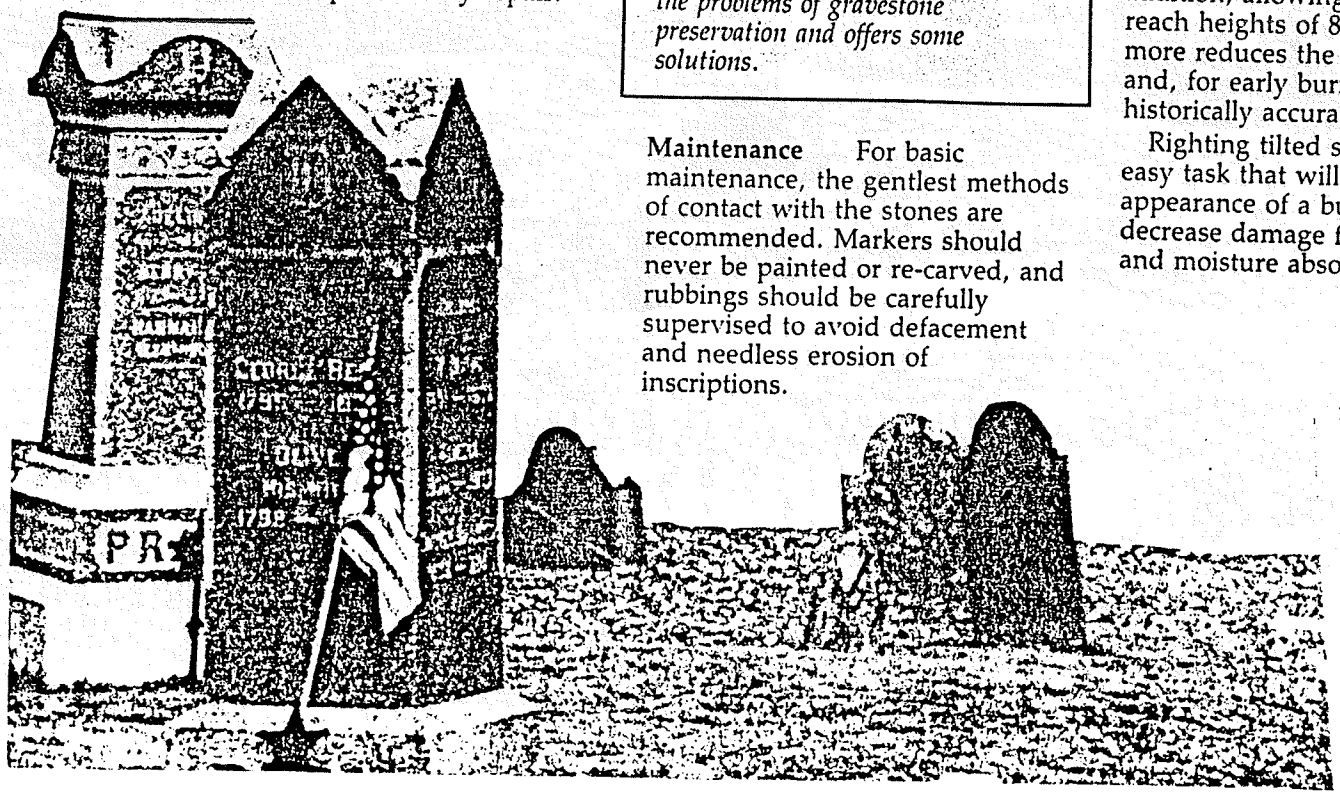
Photographs should also be taken prior to any repair.

Maintenance For basic maintenance, the gentlest methods of contact with the stones are recommended. Markers should never be painted or re-carved, and rubbings should be carefully supervised to avoid defacement and needless erosion of inscriptions.

Surface dirt can be remo gentle scrubbing with wat mild detergent. Algae, liche mosses can be removed with hand tools (wooden or pla sticks), after softening the with a very dilute ammonia. Graffiti and wax should be c with an organic solvent, su acetone or denatured alcoh applied with a soft brush or c swab.

Cutting grass in a burial is a major cause of damage, a modern lawn mowers tend to scratch and chip the stones Recommended alternatives use of hand clippers around t stones, plastic filament-type trimmers, or rubber guards standard power mowers. In addition, allowing the grass to reach heights of 8 to 10 inc more reduces the need for and, for early burial grounds, historically accurate as well.

Righting tilted stones is a easy task that will improve appearance of a burial ground decrease damage from mow and moisture absorption. U

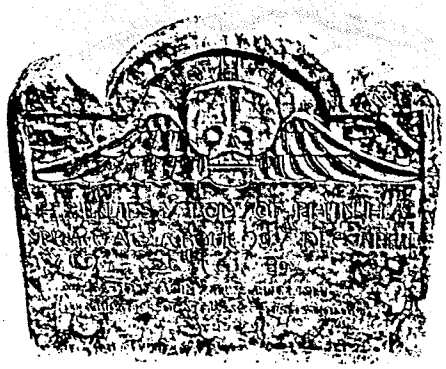


wooden or plastic coated tools, the base of a stone should be excavated, the stone moved upright by hand, and the hole re-packed with a soil/sand mixture. Setting stones in concrete is not recommended.

If professional repairs are not immediately planned, fragments of repairable stones should be buried next to the marker from which they broke; unidentified fragments can be buried together in an isolated part of the cemetery. In either case, note the location of all buried fragments on a map of the cemetery.

Security The best security is community concern, particularly in urban areas. A well-kept cemetery will receive better treatment than a neglected one.

Several easy steps can make an important difference. Limiting public access to burial grounds can quickly discourage vandalism; the local cemetery commission, historical group, or abuttor could be asked to lock and unlock gates at specified times. If possible, security lighting should be installed in the back corners of a burial ground, especially in an urban area. Lastly, if chains are erected to confine visitors to paths, take care that the chains do not inadvertently swing against the stones.



What a professional should do

Much is still unknown about the causes of deterioration of stone and the effects of different methods of treatment. Mechanical repairs and chemical treatments should be left to professional stone conservators, as improper treatment may cause even greater damage. Damage from weathering, splitting, breakage, and poor repairs in the past requires a great deal of skill, since complex procedures are involved in removing stains and salts, consolidating crumbling stone, and re-joining broken sections of stone. Each gravestone must be approached as an individual work.

Professional advice can be obtained through MHC or other sources which are listed at the end of this brochure.

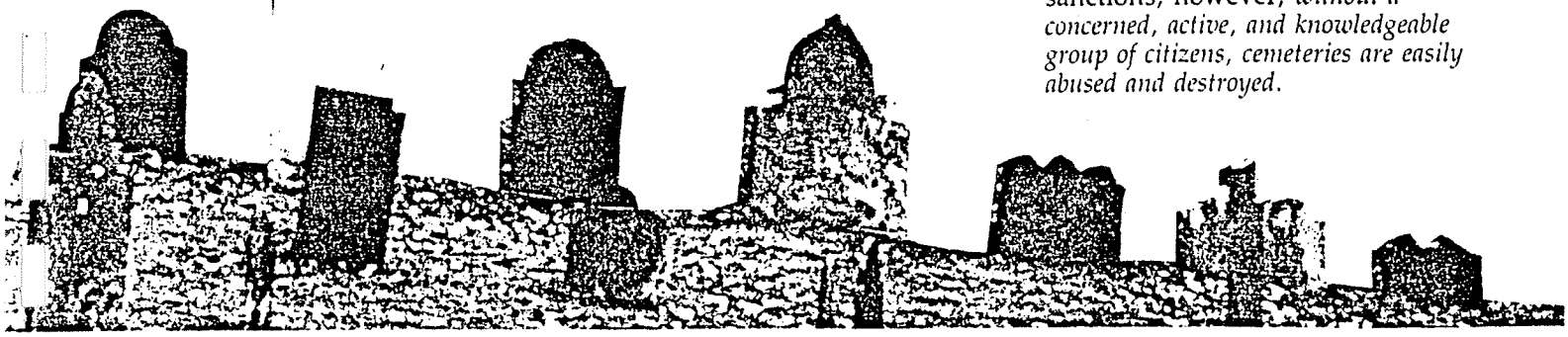
When a permit is required

Under Chapter 272, Section 73A of the Massachusetts General Laws, restoration and reproduction of gravestones must be approved by the Secretary of the Commonwealth as meeting standards of educational value, community support, and professional competence. Permits are issued by MHC after approval of an application which details plans of the restoration project.

Maintenance responsibility

Even the most careful restoration of a cemetery will be wasted if maintenance is not assumed by a responsible person or group. Publicly owned burial grounds should logically be monitored by the local cemetery commission, historical group, public works department, or parks and recreation commission. Burial grounds in private ownership may be publicly maintained if a cooperative agreement is reached.

Massachusetts laws protect both publicly and privately owned burial grounds. Despite these sanctions, however, *without a concerned, active, and knowledgeable group of citizens, cemeteries are easily abused and destroyed.*



Recommended Reading:

A Graveyard Preservation Primer
by Lynette Strangstad 1985
available through the Association of Gravestone Studies

Preservation Resources:

The Association for Gravestone Studies
46 Plymouth Road
Needham, MA 02192
(617) 444-6236
Rosalee F. Oakley,
Executive Secretary

SPNEA Conservation Service
185 Lyman Street
Waltham, MA 02154
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