

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Sea Street HD

other names/site number _____

2. Location

street & number roughly bounded by Bridge, North, Neck Sts. Crescent Rd, Pearl St and rear of Standish St.
____ not for publication

city or town Weymouth _____ vicinity _____

state Massachusetts code MA county Norfolk code 021 zip code 02189

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title
Massachusetts Historical Commission

Brona Simon
Brona Simon, SHPO

July 10, 2009
Date

State or Federal agency and bureau _____

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title _____

_____ Date

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:

☐ entered in the National Register
☐ See continuation sheet.

☐ determined eligible for the
National Register

☐ See continuation sheet.

☐ determined not eligible for the
National Register

☐ removed from the
National Register

☐ other (explain): _____

Signature of the Keeper _____

Date of Action _____

Sea Street HD
Name of Property

Norfolk, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

(Check only one box)

☒ private

☒ public-local

☐ public-State

☒ public-Federal

☐ building(s)

☒ district

☐ site

☐ structure

☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

111

36

building

1

sites

8

structures

objects

120

36

Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC: single, multiple dwellings, secondary

structure

COMMERCE/TRADE: specialty store

GOVERNMENT: fire station, post office

RELIGION: religious facility

INDUSTRY: manufacturing facility

LANDSCAPE: park

Current Functions

(Enter categories from instructions)

DOMESTIC: single, multiple dwellings, secondary

structure

COMMERCE/TRADE: business, specialty store

GOVERNMENT: fire station, post office

RELIGION: religious facility

LANDSCAPE: park

7. Description

Architectural Classification

(Enter categories from instructions)

Colonial, Postmedieval English

Early Republic: Federal Mid 19th Century: Greek,

Gothic Revival, Late Victorian: Italianate, 2nd Empire,

Queen Anne; Late 19th/20th Century Revs. Colonial,

Classical Revival, Late 19th/20th Cent. Amer.

Movements: Bungalow/Craftsman Modern Movement:

Moderne,

International

Materials

(Enter categories from instructions)

foundation stone (granite)

walls wood (weatherboard, shingle)

synthetics (vinyl/aluminum)

roof fiberglass/asbestos

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Sea Street HD

Name of Property

Norfolk, MA

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Architecture

Commerce

Industry

Recreation

Social History

Period of Significance

1650-1959

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

See continuation sheet

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☒ Other

Name of repository:

Weymouth Historical Society, Weymouth Planning & Development Office

Sea Street HD
Name of Property

Norfolk, MA
County, State

10. Geographical Data

Acreage of Property approx. 49 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19	338660	4678250	3. 19	339790	4678220
Zone	Easting	Northing	Zone	Easting	Northing
2. 19	339680	4678600	4. 19	339450	4677820
Zone	Easting	Northing	Zone	Easting	Northing

__ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Wendy Frontiero and Candace Jenkins, consultants, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date July 2009

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name multiple

street & number telephone

city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Sea Street HD
Weymouth (Norfolk), MA

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Portions redacted

Introduction

The Town of Weymouth is located eleven miles south of Boston, whose skyline is visible from various parts of the town. The Sea Street Historic District is located in the village of North Weymouth, which occupies an irregularly shaped peninsula between Back River and the town of Hingham on the east, and Fore River and the city of Quincy on the west. The two rivers flow into Boston Harbor immediately to the north of this peninsula. The Sea Street Historic District occupies a slight rise of land approximately one-half mile south of Fore River, its landscape typical of the gently rolling topography found throughout the town.

The district encompasses approximately 49 acres of land and 156 properties at the intersection of North, Sea, and Bridge streets, and along Shaw Street, Athens Street, and portions of Pearl and Curtis streets. Buildings date from the 17th through the mid 20th centuries and are primarily residential in character, although there are a considerable number of institutional, commercial, and domestically scaled industrial properties as well. The major open space is a landscaped public park at the center of the district. Most of the historic resources in the Sea Street Historic District were constructed between the mid-19th and early 20th centuries, when small-scale shoemaking flourished in the area.

A multitude of building types and styles and the prominent historic landscape of Beals Park represent all periods of the area's 300-year history. Despite the modern intrusion of artificial siding and replacement windows on some buildings, the Sea Street Historic District clearly and significantly represents the long and varied history of the area. The district contains a total of 156 resources, consisting of 120 contributing and 36 noncontributing elements. Contributing resources include 111 buildings, 8 structures, and 1 site. Noncontributing resources include 36 buildings, most of which are late 20th-century infill housing or sheds and garages that usually accompany contributing main buildings. The period of significance extends from ca. 1650, the traditional date of the earliest extant house, to ca. 1959, the NRHP cut-off date.

Topography and Roads

Most of the Sea Street Historic District is located on a rise of land that slopes down to the south on North Street, and down to the east along Shaw and Curtis streets, and takes a dip at the west end of Sea Street. Beals Park is a largely concave landscape area, highest at the Bridge Street (north) and Athens Street (east) edges. This setting provides an interesting array of curved and straight streetscapes, and a variety of views in and out of the district.

Bridge Street, a major east/west thoroughfare (also known as MA Route 3A), forms the northern edge of the Sea Street Historic District and extends from Quincy on the west to Hingham on the east. North Street runs north/south through town, from Fore River to the residential area of Weymouth Heights, where it provides connections to the southern reaches of the town. Within the district, Sea Street forms a triangle between Bridge and North streets that contains the large open space of Beals Park in its center. (The northern leg of Sea Street extends, as its name suggests, to the waterfront at Fore River, and is not included in the district boundaries.) The boundaries of the district encompass the core of the village center at North Weymouth and contain its most intact and cohesive grouping of historic structures.

All of the roads in the National Register district are paved with asphalt and punctuated with utility poles, characteristics that appeared in the early 20th century. Relatively narrow in width, all streets have paved sidewalks on at least one side, with occasional street trees near the street edge. (In the late 19th and early 20th centuries, North and Sea streets were lined with mature street trees.) Compactly developed, most of the historic buildings stand close to the streets they face and

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relatively close to adjacent buildings, although the spacing between buildings tends to vary. Most of the lots are maintained with turf and are simply landscaped with shrubs and trees. A few lots are set off from the road by fences, which vary from historic cast-iron to wood pickets to chain-link. Low stone retaining walls appear occasionally on the inclined portions of North and Shaw streets, and at monumental buildings such as the Pilgrim Congregational Church.

Historic Landscapes

The only historic landscape resource in the Sea Street Historic District is Beals Park (1880s) (**Photo 2**), which is located roughly at the center of the northern edge of the district. A decorative cast-iron fence (installed in 2000) borders its edges on Bridge, Sea, and Athens streets, with pedestrian entrances on the latter two streets. The natural bowl of this nearly 3½ acre park contains grassy slopes, curvilinear asphalt sidewalks, and specimen trees. A modern play structure and basketball courts are located near the Athens and Sea Street entrances, respectively. Little is known of the historic appearance of the park: The 1876 and 1913 maps show a small pond (no longer extant) in the center of the park, very near the back property lines of 45-61 Sea Street. A 1923 photograph of members of the Tercentenary Parade assembling in the park near the Congregational Church shows turf and scattered, medium-sized trees, similar to today's landscaping. A recollection of North Weymouth by a lifelong resident of the area describes Beal's Park as "beautifully landscaped. . . The park had nice flowers and trees and a 'rookery', a large mound of rocks with ferns with a spray fountain at the top. . . A beautiful frog pond was in the hollow and stocked with goldfish" (Hunt, 1987. n.p.). Another local resident recalls a bandstand in the center of the park as late as the 1960s.

Buildings and Structures

Buildings in the Sea Street Historic District are typically 1½ stories in height, with wood-frame construction, cut-granite foundations, asphalt-shingled gable roofs, and vernacular styling. Colonial, Federal, and Greek Revival styles are well represented, with smaller numbers of Italianate, Colonial Revival, and bungalow styles. The larger and more elaborate designs tend to be located on Sea Street and in the civic and church buildings on Sea and Athens streets. Mansard roofs are notable on Sea and North streets. The majority of buildings in this district are residential properties constructed from the 18th through early 20th centuries, most of which are still in residential use. In general, ornamentation tends to be simple and sparingly applied. Original or early outbuildings appear to be rare; most are noncontributing, modern garages, although some early barns and original/early garages survive.

Notable institutional and commercial architecture in the Sea Street Historic District includes: two mid 19th-century churches; several 19th-century shoe factories, which are domestic in scale and form; two small companion commercial structures from the 1910s that were originally occupied by a street railway station and post office; two brick schools (early 20th century); two small, one-story commercial blocks at the corner of Sea and Pearl streets (early – mid 20th century); an early automobile service station on Bridge Street; and a fire station, post office, and library building from the middle third of the 20th century. Nonresidential buildings in the area tend to be unique designs and are more likely to employ brick and other masonry as building materials than are residential structures.

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Most buildings in the district are small in scale and retain integrity of form, setting, and character. Their condition ranges from fair to excellent, with a relatively low number of intrusions (mostly along Sea Street). Artificial siding, often accompanied by loss of architectural detail, is the major alteration and has affected the architectural integrity of a number of properties in the district. Nonetheless, major character-defining features tend to remain intact, and the area boundaries have been selected to encompass the best surviving historic architecture.

The Sea Street Historic District contains a wide variety of building types, forms, and styles. The Colonial and Federal styles are best represented in the district by vernacular, 1½-story cottages with side-gable roofs and five-bay facades with center entrances. Typical examples include 82-84 Sea Street (said to date to 1650) (**Photo 8**), 269 North Street (1831), and 207 North Street (1836). A simple, double-house type is located at 21-23 Shaw Street (1821; moved 1876?). A larger and more ambitious Federal-style design is the house at 180 North Street (also known as 555 Bridge St.; ca. 1810), which rises two stories under a shallow hip roof and has carefully detailed door enframements.

Greek Revival-style cottages are characteristically set gable-end to the street and feature either a sidehall entrance on the street façade or an approximately centered entrance on a side elevation. Many examples are found throughout the Sea Street area, both individually and grouped. A thematically related trio at 19 to 31 Sea Street (ca. 1850, 1851, and pre-1876) features corner pilasters, wide entablatures, and sidelighted doorways.

Other characteristic examples of Greek Revival design in the district are the cottages at 63 Sea Street (1848); along North Street at numbers 187, 192-194, 249, 262, and 266; and on Pearl Street at numbers 6, 12, 16, 17, 21, and 24. The property at 187 North Street presents the district's only example of a Greek Revival portico (and one of only a handful in the entire town), featuring a one-story front porch supported by fluted Doric columns. Notable 2½-story forms include 27 Pearl Street (1852) and 18 Sea Street (1845-54).

Victorian styles—Italianate, Mansard, and Queen Anne—are not as prominent in the Sea Street Historic District but are represented in a handful of notable surviving houses, usually with sidehall entrances and bracketed door hoods or modest front porches. One of the largest and most ornate residences in the district, 40 Sea Street (1860-1876) is 2½ stories high with a Mansard roof; elaborately ornamented window, door, and cornice trim; and original secondary structures. Smaller in scale is 246 North Street (1876-1880), a 1½-story house that features a Mansard roof with a small belvedere and lively Queen Anne style decoration. Good examples of other, more modest, Mansard-style cottages are located at 16 Curtis Street (1868) (**Photo 12**), 41 Sea Street (pre-1876), and 263 North Street (pre-1876).

Italianate in style, 274 North Street (1860-1874) rises 2½ stories to a side gable roof, with a two-story center pavilion. More typical is the intact group of vernacular late 19th-century houses that lines the northern and southeastern part of Shaw Street (numbers 12-34 (**photo 11**) and 31-37), characterized by 1½-story buildings set gable-end to the street, with sidehall plans and full-width front porches.

The Colonial Revival style is most prominent at 32 Sea Street (1870s; updated 1890s?), a large 2½-story house with a full-length columned porch. More compact in form and eclectic in design, 243 North Street (ca. 1900) also rises 2½ stories, to a locally unusual gambrel roof.

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Modest bungalow houses in the Sea Street area are typically 1½ stories high with low gable or hipped roofs and full-length front porches that are incorporated within the main roof line. Interesting examples are located at 17 Athens Street (1913), 11 and 15 Shaw Street (post-1913), 88 Sea Street (ca. 1915), and 32 Pearl Street (post-1915) (**Photo 3**).

The district's most notable civic architecture is found on Athens Street and at the corner of Bridge and Sea streets. These include two wood-frame churches—the imposing Greek Revival-style Pilgrim Congregational Church at 24 Athens Street (1852) and the more domestically scaled, Gothic Revival-style Third Universalist Church at 83 Sea Street (corner of Bridge Street; ca. 1865). The Sea Street Historic District contains two school buildings, both brick-clad: the Athens School at 21 Athens Street (1901-1902; Loring & Phipps, architect) (**Photo 3**), a compact and lively Georgian Revival design; and the Bicknell School at 90 Sea Street (1926; J. Williams Beal & Sons, architect), a much larger and more standardized Classical Revival structure. The modernist Tufts Library at 220 North Street (1954; Carl Koch, architect) is a one-story interplay of brick and glass, under a shallow gable roof with deep overhangs.

Commercial buildings in the district are heterogeneous. A pair of small, one-story commercial buildings with false fronts survives at 10 and 12 Sea Street (1910-1912), although their facades have been much altered. Built about a decade later, 64-68 Sea Street (post-1913) is a one-story, concrete commercial block with Art Deco/Classical Revival details. The structure at 70 Sea Street presents a mid-20th century commercial block, also one-story, with Moderne styling in both the building and its freestanding sign. A Colonial Revival-style service station/salesroom at 547 Bridge Street (ca. 1945) is the district's only automobile-related building, consisting of a 1½-story, wood-frame structure with a gable roof and Colonial-inspired entrance.

The four freestanding shoe factories surviving in the Sea Street area—11 Athens Street (**Photo 3**), 189 and 208 North Street, and 48 Sea Street (**Photo 5**)—consist of domestic architectural forms set amidst comparable residential development. Rare industrial survivors dating from the mid 19th century, all four structures are 2½ stories high, with rectangular plans and gable roofs, well lit by regular patterns of double-hung sash; all but 189 North Street are set gable-end to the street. All four buildings are now clad with artificial siding and have lost most of their original trim; however, the 1979 inventory form for 48 Sea Street documents its original Italianate design, with corner pilasters and bracketed eaves and window cornices. No historic period photographs have been found of the extant shoe factories in the Sea Street Historic District.

Representative buildings within the Sea Street Historic District are described below by type and in chronological order.

Colonial and Federal Period Dwellings

The Bicknell House at 84 Sea Street (said to date to 1650) (**Photo 8**) stands on the south side of Sea Street near its intersection with Bridge Street. This five-bay, Cape-style cottage rises 1½ stories from a granite block foundation to a side-gable roof, with 1- and 1½-story wings set towards the back of the building on each side. A small, shed-roofed dormer (20th c.) with paired windows is centered on the front. Although no chimneys are extant, an early photograph (Bicknell: n.p.) shows two small end chimneys. Walls are sheathed with clapboards on the front and west ell, and wood shingles on the sides and east ell, and have simple cornerboard trim and narrow gable returns. The main entrance is

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centered on the asymmetrical façade (it is thought that the west side of the house was built first) and contains a Victorian-style wood door. Early 6/6 window sash are now 6/1, but the original hewn overhang and prominent window enframements remain. The building is set back about 40 feet from Sea Street, with relatively narrow side setbacks; the early photograph shows it standing in what appears to be a large open field.

The Blanchard House (269 North Street; pre-1830, **Photo 10**) stands on the corner of North Street and Pierce Court. The five-bay, Cape-style building rises 1½ stories from a granite block foundation to a side-gable roof with a center chimney and a segmental-arched dormer (late 19th c.) on the front slope. The front wall is sheathed in clapboard, with wood shingles on the sides and back, simple cornerboards and friezeboard, and narrow gable returns. The center entrance contains a narrow door that is tightly framed by attenuated pilasters and a narrow entablature. Façade windows are 12/2 wood sash with plain trim; 1/1 replacement sash are typical elsewhere on the building. A 1½-story addition with a steep side-gable roof is built on the northwest corner, with a one-story, shed-roofed extension at the front; another one-story gabled addition projects from the southwest corner of the main house. The building is set close to the adjacent streets, with a hedge across the length of North Street and a mature street tree near the southeast corner of the property.

The Peter Pratt House (180 North Street, aka 555 Bridge Street; ca. 1810) stands on the southeast corner of the intersection of two prominent thoroughfares. The original building appears to be an L-shaped structure, rising two stories from a granite foundation to a shallow hipped roof. There are no visible chimneys. Walls are sheathed in clapboard, with corner pilasters and molded entablatures on the original building. The five-bay Bridge Street (north) façade contains a center entrance, while the regular but asymmetrical North Street (west) façade has a slightly offset entrance. Both of these doorways are similarly framed with narrow pilasters and a delicate entablature with projecting cornice and balustrade above; the Bridge Street doorway features half-height sidelights. Windows are typically 6/6 replacement sash with simple molded trim; three modern picture windows have replaced most of the original first-floor sash on both street facades. A variety of additions has been made on the east side and back of this building, ranging from one to two stories in height, with gable and hip roofs. The building is set close to both adjacent streets, with a modern rail fence along the street edges and a paved parking area at the back of the property.

Greek Revival and Victorian Style Dwellings

The Lemuel Torrey, Jr. House (187 North Street; 1848) stands on the west side of North Street near its intersection with Bridge Street. The building rises 1½ stories from a granite block foundation to an end-gable roof with a center chimney. Walls are clad in clapboards, with corner pilasters, two-part friezeboard, simple cornice molding, and gable returns. The sidehall entrance on the three-bay facade contains a paneled door with full-height sidelights, fronted by a full-length porch with a shallow hipped roof and fluted Doric columns. Original window openings on the first floor have simple molded trim. A variety of small shed-roofed additions has been built on the south side and back of the original house. The building is set close to the street, with a low hedge running the length of the sidewalk edge; driveways occupy the side setbacks.

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The area from 19 to 31 Sea Street contains an interesting trio of Greek Revival cottages that are similar in scale, form, style, and level of detail. These include the Warren Dyer House (19 Sea Street; 1851), the J. Shaw House (25 Sea Street; pre-1876, Photo 7), and the Alfred T. Cushing House (31 Sea Street; ca. 1850), which stand on the north side of Sea Street at its intersection with Athens Street. All three buildings rise 1½ stories from granite foundations to a roof set gable-end to Sea Street, with corner pilasters, friezeboards, and cornice moldings; numbers 25 and 31 have fully pedimented gable ends facing Sea Street, while number 31 has gable returns. Numbers 25 and 31 are still sheathed in clapboard; number 19 has artificial siding, but is distinguished by its peaked door and window lintels. The properties at 25 and 31 also share sidehall entries, while 19 has approximately center entrances on both its long sides. While all three have modest rear additions, the addition at number 19 is remarkable as having been constructed as a shoe factory.

The James Thomas House (18 Sea Street; ca. 1854, Photo 4) stands on the south side of Sea Street between North and Athens streets. The T-shaped, Greek Revival-style house rises 2½ stories from a granite foundation to gable roofs with a small interior chimney. Walls are sheathed with clapboard and feature paneled corner pilasters, a simple friezeboard with cornice molding, and a fully pedimented front gable facing the street. Cross gables have gable returns. The two-bay façade features elaborately carved wood ornament applied to the flushboarding of the tympanum. A side porch with delicate Queen Anne railing, posts, and brackets leads to a simple doorway in the side ell. Windows have simple trim moldings and 2/1 sash. The large two-story rear ell has irregular fenestration and a shed-roofed wall dormer on the east side.

The D.A. Reed House (27 Pearl Street; 1852) stands on the west side of Pearl Street near its intersection with Crescent Road. This rectangular, Greek Revival-style house rises 2½ stories from a granite foundation to an end-gable roof with a small interior chimney. Walls are sheathed with wood shingles and feature simple cornerboards and friezeboards and a fully pedimented gable end facing the street. The three-bay façade contains a sidehall entrance with plain casing, a peaked lintel, and a recessed doorway with full-height sidelights. Replacement windows with 1/1 sash presently have plain casings. Small one-story additions are built on the back of the house. At the rear of the property is a small, one-story outbuilding with an end-gable roof, clapboard sheathing, and center doorway and attic window with peaked lintels on the east facade. The main building is set close to the street, with a mature street tree at the northwest corner of the property and a modern stockade fence near the sidewalk edge on the southern part of the site.

The A. Beals House (12 Shaw Street; pre-1876, Photo 11) stands on the north side of Shaw Street near its intersection with North Street. The building rises 1½ stories from a granite foundation to a gable end roof with a nearly full-length, shed-roofed dormer on the west side, and two interior chimneys. Walls are clad in clapboards, with moderately wide cornerboards, a molded entablature, and molded cornice with gable returns. The sidehall entrance is enclosed by a full-length porch with low hipped roof, now fully enclosed with 2/2 sash between the square posts. A small bay window is set on the west façade, and a one-story shed-roofed addition is built across the back. At the back of the property is a large 1½-story barn with side-gable roof, a center barn doorway surmounted by a shed-roofed wall dormer, cornerboards, and 4/4 windows. The house is set close to the street with a hedge running the length of the sidewalk edge.

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The Charles Chubbuck House (16 Curtis Street; pre-1876, **Photo 12**) stands on the north side of Curtis Street on the corner of Howard Street. The structure rises 1½ stories from a granite foundation to a nearly vertical mansard roof with gabled dormers. Of wood-frame construction, the house is presently clad in asbestos shingles, with a plain frieze board and cornice molding at the main eaves and on the dormers. A 1½-story rear ell and 1½-story pavilion on the east side contribute to an irregular floor plan, together with a one-story hip-roofed extension on the southeast corner and a more modern one-story rear addition on the back. The sidehall entrance with double-leaf doors is articulated with an elaborately carved, incised, and bracketed doorhood. First-floor windows on the main block feature tiny bracketed hoods of their own, otherwise plain casings, and 2/1 sash. The house is set on a slight rise above street level, but is relatively close to the sidewalk on Curtis Street. An outbuilding appeared on the site by 1913 but is no longer extant.

The Elias S. Beals House (40 Sea Street; 1860-1876, **Photos 5, 6**) stands on the south side of Sea Street in the center of the block. This elaborate Italianate-style building rises 2½ stories from a granite foundation to a steep mansard roof with one narrow interior chimney in the main block and one in the two-story, flat-roofed ell at the rear. Clad in artificial siding, the building features narrow cornerboards and a bracketed wood cornice. Dormers have decoratively carved jambs and lintels, and cornice molding. The facade contains a sidehall entrance with segmentally arched double-leaf doors, a one-story bay window, and a Doric columned porch that wraps around the east side of the building. (The present porte cochere extension is a recent addition.) Windows are typically 2/2 and 1/1 sash with bold trim molding and carved keystones on the front and side windows. A one-story, flat-roofed projection with multiple bay windows extends over most of the west side of the building and appears to be a recent addition. A modern one-story, flat-roofed addition projects from the southwest corner of the building.

Two secondary structures are located behind the main building; both are clad in artificial siding. These include a modern, one-story garage with hip roof, and an original one-story carriage house with a hip roof and wide bracketed hood over the wide vehicular doorway. A cast-iron fence with stout, carved granite posts lines the sidewalk edge of the property. A wide paved driveway and large rear parking lot occupy much of the eastern and southern parts of the property. An architectural description accompanying the 1979 inventory form for this property notes the existence of a Queen Anne-style gazebo, which is no longer extant.

The Bartlett House (246 North Street; 1876-1880) stands on the east side of North Street near its intersection with Curtis Street. The square main building rises 1½ stories from a granite block foundation to a slate-clad mansard roof with gabled wall dormers, a small but prominent belvedere with pyramidal roof and eave brackets, and a brick chimney at the rear. The walls are clad in asbestos shingles, with a plain friezeboard and cornice molding at the break in the mansard roofs. Modern 1/1 sash have plain casings but elaborate and inventive Queen Anne-style ornament in brackets, medallions, and applied woodwork. The south façade contains a one-story bay window and a sidehall entrance with double-leaf doors and a modern entry porch. The street (west) façade is distinguished by a gambrel-roofed wall dormer and hoods on the first-floor windows, while a one-story porch extends across the back (north) elevation. A smaller-scale, 1½-story ell with similar roofline and altered fenestration extends from the east side of the main block, with a modern one-story, shed-roofed addition built on its east end.

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Late 19th- and Early 20th-Century Dwellings

The Lewis Beals House (32 Sea Street; ca. 1870, **Photo 6**) stands on the south side of Sea Street in the center of the block. The large rectangular structure rises 2½ stories from an ashlar block foundation to a side-gable roof with small gable returns, three pedimented dormers along the front, and a substantial offset chimney. Walls are sheathed in wood shingles, with plain friezeboard and cornice molding. The five-bay façade includes a full-length, Doric-columned porch that wraps around the west side, a center entrance with leaded glass sidelights, and a bay window centered in the second story. Windows typically have 6/6 sash with simple trim molding. A two-story, shed-roofed jog projects from the southeast corner of the house and incorporates a first-floor porch at the back, while a one-story addition with hipped roof projects from the southwest corner. The house is set back approximately 50 feet from the street; the property contains several mature street trees and a hedge along the sidewalk edge. An old postcard view of Sea Street shows a balustraded fence with stone pillars at the sidewalk edge.

The Seabury House (243 North Street; ca. 1900) stands on the west side of North Street near its intersection with Sea Street. The building rises 2½ stories to a gable roof on the main block, with a gabled entry pavilion on the façade, a short shed-roofed dormer on the front, and a tall brick chimney on the exterior of the north elevation. Walls are clad in clapboards, with paneled corner pilasters, a high molded entablature, and short gable returns. A square-columned porch with wood railing wraps around the entrance pavilion and shelters the offset Victorian door. Windows generally have plain wood casings and multi paned upper sash over one-paned lower sash. A secondary entrance on the north side of the building, adjacent to the driveway, is articulated by a sidelighted doorway and a deeply overhanging hip roof supported by a pair of Doric columns. Several 1-, 1½-, and two-story ells and projections extend from the sides and back of the building, capped with a variety of roof forms. A gambrel-roofed garage stands at the northwest corner of the property, clad with asbestos shingles, and featuring a pair of garage doors, 6/1 sash, and a shed-roofed dormer; it appears to be original or early to the property.

The house at 11 Shaw Street (post-1913) stands on the south side of Shaw Street near its intersection with Howard Street. The building rises 1½ stories from a rusticated concrete block foundation to a hip roof with a hip-roofed center dormer, a full-length porch integrated under the roof at the façade, and a tall brick chimney at the west side. Walls, arching porch piers, and the low porch wall are clad in wood shingles, with a simple entablature and cornice molding at the eaves. The entrance door is offset on the street façade. Irregular fenestration consists of both single and paired windows, typically with 6/1 sash. A small hip-roof ell projects from the southwest corner of the main building. A small gabled garage with clapboard siding, plain cornerboards, and a modern garage door stands at the end of the driveway to the southwest of the house; it appears to be original or early to the property.

Commercial and Industrial Buildings

The George H. Pratt Shoe Manufactory (208 North Street; pre-1876) stands on the east side of North Street on the corner of Lincoln Street. The L-shaped building rises 2½ stories from a granite block foundation to gabled roofs and a narrow interior chimney in each wing. Clad in artificial siding, the walls have cornerboards and gable returns. The south-facing main entrance is located at the foot of the L, in the concave corner of the building; but it has no architectural articulation.

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Windows are typically 6/6 replacement sash, with clad casings; they are frequent and regularly arrayed across all elevations. A modern wood deck wraps around the northeast corner of the building, on the second-floor level. The building is set nearly on the sidewalk edge on North Street, but is set back 35 feet from Lincoln Street. A chain-link fence encloses the north side of the property, which includes a paved parking area.

The matching pair of diminutive commercial structures at 10 and 12 Sea Street (ca. 1905-1910) (**Photo 4**) stands on the south side of Sea Street, near its intersection with North Street. These wood-frame buildings rise one story to a false front parapet wall with flared base and a flat roof. The structure at number 10 is clad in clapboard, with wood shingles on the façade parapet; artificial siding clads the walls of #12, with scalloped shingles on the parapet. Both storefronts have been altered and contain a brick base with aluminum storefront windows above and offset entrance doors; historic integrity is maintained through the original massing and raised parapet. A variety of small side and back additions have been made, with utilitarian fenestration on these elevations that is in keeping with the historic character of the structures. The original design of these buildings is suggested in an early 20th-century photograph of the two buildings. The image shows a flared façade parapet, clapboard siding, and wood cornice molding on both buildings. The structure at number 10 had plate glass windows with clapboard-sided base panels, flanking a recessed center entrance, while the structure at number 12 seems to have had traditional four-paned windows with shed-roofed hoods. Directly across the street was Collyer's Market, which occupied a very similarly designed building at 9 Sea Street (demolished 1977) (Sullivan: 32).

The commercial block at 64-68 Sea Street (ca. 1920) stands on the south side of Sea Street at the corner of Pearl Street. This one-story masonry structure with a flat roof is rectangular in plan with a canted corner at the Sea and Pearl streets intersection. Two small brick chimneys rise near the back wall. The cast concrete façade consists of decorative pilasters framing modern aluminum storefront windows; cornice molding; and a parapet that steps up at the store entrances, ornamented by a panel with cast wreath and foliage ornament (the decorative parapet section nearest to the corner is missing). The side and back walls are constructed of concrete bricks, with irregular, utilitarian fenestration on the rear elevation. The building is set directly on the sidewalk edges.

The automobile service station/showroom at 547 Bridge Street (ca. 1945) stands on the southwest corner of Bridge and North streets. The 1½-story building rises from a concrete foundation to a side-gable roof with a small rear chimney and three regularly spaced gabled dormers on the front. Walls are clad in wood shingles, with cornice molding along the eaves; windows typically have 6/6 or 8/8 sash. The façade consists of two garage bays on the west; an approximately center entrance with pilasters and classical entablature framing the door, which is flanked by a small multi paned bay window; and large plate glass showroom windows on the northeast corner of the building. Set 30 feet back from the street edge, the building is now surrounded on the front and sides of the building by asphalt pavement.

One of the most significant architectural losses in the Sea Street Historic District is the J.W. Bartlett & Co. dry goods store at 33 Sea Street (now the site of a nondescript, modern commercial building). A substantial wood-frame commercial block was built here by 1876. It rose 1½ stories to a bracketed cornice, Mansard roof with central Mansard pavilion, and bracketed and pedimented dormers. The ground level storefronts included two pairs of double-leaf doors and were sheltered by a bracketed wood canopy.

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Civic and Institutional Structures

Pilgrim Congregational Church (24 Athens Street; 1852, **Photo 1**) stands on the west side of Athens Street, midway in the block. This traditional New England, Greek Revival-style church rises two stories to an end gable roof with a four-stage clocktower. Of wood-frame construction and now clad in artificial siding, the walls feature wide, flat corner pilasters and friezeboards. The façade contains a fully pedimented pavilion with four pilasters, its own broad entablature, a triangular louvered window in the tympanum, three entrances at the first floor, and 6/6 windows above. The sides of the building feature pairs of narrow two-story windows lighting the sanctuary; windows on the side elevations of the original structure have flat casings and peaked lintels. A two-story rear addition, capped by a hip roof, projects past the southwest corner of the original sanctuary. The building is set on a slight rise above Athens Street, framed by a concrete retaining wall on the Athens Street façade and a low ashlar granite wall on the north along Beals Park. A large paved parking area occupies the southern portion of the property.

The Third Universalist Church (83 Sea Street; ca. 1865, **Photo 9**) stands at the intersection of Sea and Bridge streets, overlooking Bicknell Square. This modest, Gothic Revival-style building rises one story from a granite block foundation and raised basement to an end-gable roof. Clad in vinyl, the original rectangular building has wide plain cornerboards and friezeboards, and no gable returns. The three-bay façade contains a small gabled entrance pavilion flanked by narrow arched windows with stained glass. Regularly spaced, 8/8 windows are laid out on the original side elevations, with simple molded trim. The lower level windows on the north side of the building have bracketed hoods. An array of one- and two-story additions with shed, gable, and hip roofs have been built on the back and south side of the original structure, typically with 6/6 sash. A formal paved path leads from Bicknell Square to the broad steps of the main entrance, and a paved parking area is located at the back of the property. Lawn covers the rest of the property, with a variety of hedges and trees. Historic views of the site show a similar entrance procession and the rear additions, bracketed eaves, and arcaded paneling at the front entry pavilion, and a spoke-like ornament in the circular motif above the entry pavilion. Street trees lined Bridge Street in front of the church.

The Athens School (21 Athens Street; 1901-02; addition 1913; Loring & Phipps, architects, **Photo 3**) stands on the east side of Athens Street, midway on the block. Presently square in plan, the brick building rises 2½ stories from a raised basement to a hip roof on the original southern section, flat roofs with stepped parapets on the northern additions, and three large, slab-like chimneys. Containing seven classrooms, the original building appears to have been T-shaped in plan. The 1913 addition added four classrooms in two wings on the north side, connected by a glazed enclosure at the level of the raised basement. The original section of the school features a gabled and pedimented center pavilion on the south elevation. A smaller entrance on the Athens Street (west) elevation was also part of the original building, comprised of a one-story brick pavilion with arched opening. It was originally surmounted by a low balustrade with wide corner posts. Throughout the building, limestone articulates the watertable, stringcourses, window sills, and flared lintels. Single and paired windows typically contain 4/4 sash. A paved driveway runs along the south edge of the property, with paved parking areas at the front and back of the building; a plain wood garden shed (late 20th c.) stands at the rear of the site.

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Tufts Library (220 North Street; 1954; Carl Koch, architect) stands on the east side of North Street, on the corner of Shaw Street. The brick building rises one story to the thin planes of a shallow gable roof with deep overhangs on all sides, and a small chimney at the center of the structure. The south end of the building is completely glazed, while clerestory windows light the interior on the east and west sides. The main entrance, facing North Street, is set within an asymmetrically glazed bay, marked by a low brick wall extending perpendicularly from the building.. A wide paved walkway -- the dimension of the glazed entry bay -- joins the building and the sidewalk. The building is set 40 feet back from North Street, with a paved parking area and secondary entrance at the north side of the property.

Major architectural losses in the Sea Street district are largely due to the natural evolution of business activity over time, and are most noticeable on Sea Street, the commercial center of the village. A substantial Second Empire-style commercial building at 33 Sea Street, which housed the J.W. Bartlett & Co. dry goods business, has been replaced by a utilitarian, mid 20th-century commercial building. A small one-story storefront at 9 Sea Street, which matched the extant buildings across the street at 10 and 12 Sea Street, has been replaced by a larger, modern convenience store (now known as 11 Sea Street). The most prevalent noncontributing structures are modern infill buildings, typically modest, wood-frame Colonial houses such as 237 North Street and 6 Sea Street, or the nondescript small brick apartment building at 80 Sea Street.

A few historic buildings (such as the Second Empire-style house at 14 Sea Street) have been so altered as to lose their significance, but this situation is rare. Small modern sheds and garages are scattered throughout the district, but are typically scaled and sited so as to be subordinate to the historic buildings.

Archaeological Description

Environmental characteristics of the district represent locational criteria that are generally favorable for the presence of Native sites. Most of the district is located on a rise of land that slopes downward to the south on North Street, and to the east along Shaw and Curtis streets. The district includes several level to moderately sloping knolls, terraces, plains, and other landforms common on glacial outwash plains and glacial stream terraces. Soils in the district are excessively drained and contain urban land consisting of areas where the original soils have been cut away or filled, then covered with impervious surfaces such as concrete, asphalt, and buildings. The presence of urban land may reduce the overall sensitivity for ancient sites in the district. The eastern, southern, and western portions of the district are located within 1,000 feet of wetlands. A large wetland is located along the southeastern district boundary. That wetland is drained by a stream that flows westerly along the district's southern boundary to Mill Cove, part of the Weymouth Fore River. The latter wetlands are also located within 1,000 feet of the district's western boundary.

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Known ancient sites in Weymouth and the district indicate the potential for locating a variety of site types spanning most periods of occupation identified for southern New England. Potential site types in the district may include a range from smaller, less diversified, short-term special purpose-type sites to larger, more complex, habitation-type sites.

Burials and other features with deep stratigraphic provenience may survive in areas that have been stripped, thereby increasing the site potential in area containing urban land deposits. Known sites in the town of Weymouth indicate the potential for locating Early Archaic- through Contact-period sites.

Given the information presented above, the size of the district (approximately 49 acres), and the presence of a major open space, a landscaped public park, in the center of the district, a moderate to high potential exists for locating ancient Native American resources in the district. While construction activities associated with urban land deposits may have destroyed most potential sites in the district, the presence of burial sites indicates the potential for truncated ancient resources with deep stratigraphic provenience to survive. The presence of a large landscaped public park in the center of the district also increases the potential for locating most types of sites in that area.

There is a high potential for locating significant historic archaeological resources within the district. Additional documentary research combined with archaeological survey and testing may determine whether or not 17th and 18th century resources survive within the district. Weymouth's first settlement occurred in the 1620s in the vicinity of Bridge and Sea Streets within the district. By 1630, the town's population had reached 500 individuals, mostly in the district locale. Given the above information and the fact that only one 17th century residence, the Bicknell House (ca. 1650) at 84 Sea Street, and one 18th century residence, the Misses D. and C. Ford House (1798) at 71-73 Sea Street are extant in the district, with no known archaeological sites from the same periods, a high potential exists for locating sites from these periods. Structural evidence may survive from 17th and 18th century residences and related barns, stables, outbuildings, and occupational-related features (trash pits, privies, wells). Since the early settlement's economy was based on agriculture and fishing, the function of outbuildings may be related to these activities. By the mid 18th century, shoemaking began to play an important role in the village economy. Structural evidence of small outbuildings or shoe shops known as "ten footers" may survive from the mid 18th to 19th century period.

Most potential historic archaeological resources in the district may date to the 19th century as residential, commercial, institutional, and industrial expansion was fueled by the rapid evolution of the boot and shoe industry. Structural evidence of single- and multi-family homes may survive along with archaeological evidence of barns, outbuildings and occupational-related features at both extant buildings and at archaeological sites. The potential for commercial and industrial sites is also high in the district. While smaller-scale shoemaking activities continued at residences and outbuildings into the 19th century, larger shoe factories dominated boot and shoe manufacturing after 1820. By the mid to late 19th century there were 18 boot and shoe factories operating in North Weymouth, mostly within the district. Only four of the factories discussed above survive in the district today indicating a high potential for the recovery of archaeological evidence of boot and shoe factories. Structural evidence of factory buildings, outbuildings, and evidence of occupational-related features may survive throughout most areas of the district.

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Archaeological evidence of commercial buildings may survive in the district, especially along the Sea Street corridor, the commercial center of the village. Structural remains from a substantial Second Empire style commercial building, no longer extant, may survive around a mid-20th century commercial building at 33 Sea Street. The earlier building was originally occupied by the J. W. Bartlett & Co. dry goods store. Similar remains might also survive from the building that housed Collyer's market, originally located at 9 Sea Street.

While no archaeological sites of institutional buildings have been identified in the district, important archaeological resources, including structural evidence of barns, stables, carriage houses, and occupational-related features, may survive with extant buildings. Important archaeological resources may survive in the vicinity of the Pilgrim Congregational Church (1852) at 24 Athens Street and the Third Universalist Church (ca. 1865) at 83 Sea Street. Additional examples of a 20th century school, post office, and fire station are also extant but of limited archaeological value.

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Architects/Builders:

Loring & Phipps (George F. Loring and Stanford Phipps)
Funk & Wilcox (George C. Funk & Frederic S. Wilcox)
Francis J. Green (builder)
J. Williams Beal & Sons (J. Williams Beal, Horatio Beal, J. Woodbridge Beal)
Carl Koch
G.M. Pratt (builder)
H.L. Hauser (builder)

Introduction

The Sea Street Historic District in North Weymouth possesses substantial integrity of location, design, setting, materials, workmanship, feeling, and association with several important local historical trends. It meets criteria A and C on the local level. Extant buildings of varying types and a prominent historic landscape remain from all periods of the area's 300-year history. Together, they illustrate a broad period of significance that runs from ca. 1650, the date of the earliest extant house, to ca. 1959, the NRHP cut-off date. Within that long span of more than 300 years, the period extending from ca. 1800 to ca. 1920 embraces the height of the shoe industry, and is also when most of the district's buildings were constructed.

The area meets criterion A as the original locus of Weymouth settlement in the early 17th century, for its subsequent growth in the 18th and 19th centuries as a small-scale shoemaking center, and for its 20th-century incarnation as a commuter suburb. The shoemaking industry employed 369 of 450 heads of families in the town as early as 1820. In the mid to late 19th century there were approximately eighteen shoe and boot factories operating in North Weymouth, most within the district. As the shoe and boot industry declined in the early 20th century, new employment opportunities were offered by large companies such as Boston Edison's Edgar Station of 1925. Streetcar lines, and then automobiles, served the new suburban population. New residents were accommodated in new dwellings located along both new and established streets in the late 19th and early 20th centuries.

The area meets criterion C as a cohesive group of buildings that illustrate the continuity and diversity of North Weymouth's 300-year history. Contributing buildings range in date from ca. 1650 to 1954 and represent a variety of original uses, including residential, commercial, institutional, and industrial. The surviving collection of four freestanding, wood-frame shoe and boot factories and one factory structure attached to a dwelling, all pre-dating 1876, is especially noteworthy. While all have been converted to residential use, the freestanding buildings retain the typical shoe and boot factory form, consisting of a two-story rectangular block enclosed by a steep gable roof. Smaller-scale shoemaking activities undoubtedly took place in some of the older houses within the district or in small shops on their grounds. The district survives with remarkably few modern intrusions. The greatest threat to the integrity of the district and its individual components is the use of artificial siding and replacement windows. Boundaries were specifically drawn to exclude recent and heavily altered buildings to the greatest extent possible.

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Early History of North Weymouth: 1620-1789

Weymouth's first settlement occurred in what is now North Weymouth, in the vicinity of Bridge and Sea Streets. Dating to the 1620s, this was one of the first settlements in Massachusetts. By 1630, the population had reached approximately 500, and the Town of Wessagusacus was recognized by the Massachusetts Bay Colony. Two years later, Wessagusacus was assessed a colonial tax of five pounds, while Boston was taxed eight pounds, and Salem four pounds, ten shillings, providing comparative data on the three communities. In 1635, the Town of Weymouth was incorporated, and the First Parish Church and burying ground were constructed on Watch Hill, straddling North Street, south of the Sea Street area. The early economy was primarily based on agriculture and fishing.

Grist and sawmills were erected in the 1640s at the outlet to Whitman's Pond in what is now East Weymouth, leading to a shift in population away from North Weymouth. In 1678, Weymouth's total population numbered approximately 128 families consisting of 850 individuals (MHC 1979: 3). By this time, East Weymouth had outstripped North Weymouth as the town's primary population center. In 1723, the town was populous enough to be divided into North and South precincts. By 1776, the population reached 1,471.

Shoemaking began to assume an important role in the local economy in the mid-18th century, employing both men and women (Kevitt: 79-80; MHC: 3). At that time, shoemakers employing two to three apprentices and two or more journeymen worked out of small shops called "ten footers." There, they produced the entire shoe as handmade custom work for local customers. When, and if, there was excess stock, it was transported to Boston or other markets but this practice was hampered by lack of good roads (MHC: 1979: 4).

A Village of Shoe Makers: 1790-1880

The 19th century brought tremendous economic growth and population increases to Weymouth and its villages. Expansion was primarily fueled by the rapid evolution of the shoe and boot industry, and by transportation improvements that allowed those boots and shoes to reach ever-expanding markets.

House Building 1790-1880

At the start of this period, the townwide population stood at 1,496, only a 25-person increase over the number in 1776. Several sources of that period describe North Weymouth as a loosely structured settlement of approximately twenty-two dwellings scattered over a road system that was limited to Sea Street, North Street, Neck Street, and Green Street. Sea Street was then known as Fish Street, Green Street was Back Street, and North Street was the Street to the Meeting House. Those sources include a hand-drawn map entitled *Old Spain 1790* and stamped "G. Stimson Lord Collection"; a paper entitled *Old Spain in 1791* which was delivered to the Weymouth Historical Society on July 7, 1880 by T.F. Cleverly; another paper titled *North Weymouth about 1800*, written by Gilbert Nash, Esq. in about 1885; and a two-page typed list titled *House Building in Old Spain from 1790 to 1860* (no author or date of compilation provided). The latter source states that there were twenty-two houses in 1790, including eight on Sea Street, six on Green Street (not included in the District), four on North Street, and three on Neck Street (not included in district). It also notes that eleven other pre-1790 houses had already been demolished or moved. This summary is followed by a chronological list of houses built between

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1790 and 1860 that provides date of construction and original owner's name. The list includes 52 dwellings, the Weymouth Iron Co.; (1845, Neck Street), C. Leaches store (1832, Bridge Street) and an old Weavers Shop (1807). Many of North Weymouth's known shoe and boot makers appear on the list, but there is no specific mention of shoe shops or factories.

Early 19th -Century Transportation Improvements and the Expansion of Shoemaking in North Weymouth

Construction of Weymouth's third turnpike, the Hingham & Quincy Turnpike of 1812, along the route of Bridge Street in North Weymouth, included the first bridge over the Fore River and improved connections with surrounding towns and the city of Boston. The improved transportation offered by the new turnpike favored the rise of central shoe shops that represented a transition between home-made and mass-produced shoes and boots. For the first time, shoes and boots were mass-produced for market rather than for specific, usually local, customers. The increase in shoe production depended on the turnpike to reach an expanding customer base. Under the central shop system, the craftsman became a piece-rate worker instead of an independent artisan. The central shop owner or manufacturer employed skilled leather cutters to prepare the shoe and boot stock, which were then "put out" or distributed to shoemaker-farmers. These families made shoes and boots in the traditional handmade fashion, and then returned the product to the manufacturer for final finishing, packaging, and sale. Bates Torrey, in his 1933 book *The Shoe Industry of Weymouth*, describes the central shops that existed prior to the Civil War.

"Business was still done in the old way, i.e. the upper and sole leather was cut, and the uppers fitted in the home shop, then sent out to workmen at their dwellings. Many of them working in a room at home, but in most cases two or more worked together in one of those little shops (ten-footers) that stood in yards." (Torrey: 44)

According to MHC, the central shop method of production developed rapidly after 1820. At that time, Weymouth's population totaled 2,407, consisting of 450 heads of families, 369 of whom were engaged in the shoe and boot industry (Kevitt: 90). Weymouth's population rose to nearly 3,400 in 1837, with approximately 1,300 workers employed in the shoe and boot trade. That year, Weymouth produced 242,000 pairs of shoes and 70,000 boots (Kevitt: 85).

The transportation advantage of the turnpike was soon eclipsed by the Old Colony (1845) and South Shore (1849) railroads, running through South Weymouth and Weymouth Landing/East Weymouth, respectively. As a result, South and East Weymouth became the centers of the thriving shoe and boot industry while North Weymouth continued to participate, but at a smaller scale. The railroads, which brought stock to Weymouth and dispersed finished products to far-flung markets, were one factor that encouraged development of larger-scale shoe and boot factories, beginning in the late 1850s. Here, the previously dispersed steps that went into the manufacture of shoes and boots were consolidated under one roof.

The shift from making boots and shoes in the central shops to the more spacious factory buildings was not, as commonly supposed, brought on by the need for larger buildings or space for more and heavier machinery, but rather to institute a more systematic and efficient system of production. The factory stage introduced the foreman who supervised the work of men and

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women engaged in all processes of shoe manufacturing. Regular hours of work were established and quality control methods were adopted to insure uniformity of output. (Kevitt: 82)

In addition, mechanization was introduced to shoe and boot manufacturing for the first time, with Weymouth resident George Finch's invention of a machine for sewing soles to uppers in the late 1850s (MHC 1979:5-6). Elias S. Beals was one of the first to make use of the new machine in his Sea Street factory.

Growth of North Weymouth Village: 1850-1875

Weymouth's population reached 5,000 in 1850, with 1,072 men and women employed in the shoe and boot industry. In the next ten years, another 2,373 residents flocked to Weymouth. North Weymouth experienced modest growth on both existing and newly introduced streets, such as Pearl Street of 1840 and Athens Street of 1850. The 1853 Walling Map of Weymouth shows the beginnings of a well-developed village with the greatest density concentrated on Sea Street and the north side of Bridge Street. The northern ends of North and Pearl streets were also well populated. Several stores and a blacksmith shop were interspersed with over 60 residences. Many small buildings were labeled Shoe S., which could refer to either ten-footers or central shops. There was a concentration of shoe shops at Torrey's Corner (Bridge and North streets), but there was only one larger building labeled Shoe Manufactory. This was the shop owned by Elias Beals at 48 Sea St.

By the mid 19th-century, the First Congregational Church of Weymouth on Church Street had outgrown its structure and the population of North Weymouth had increased sufficiently to require establishment of a second parish. As a result, the Pilgrim Congregational Church (24 Athens Street) was formed in May 1851. Plans for a new church building were quickly developed, and construction began at a site on the newly laid out Athens Street in the center of North Weymouth. Valued at \$7,000, the handsome Greek Revival-style church was dedicated in March 1852. It immediately provided an institutional focus for North Weymouth and served as a physical manifestation of the village's growing stature. Reverend Calvin Terry served as the first minister. He and his wife resided at 382 North Street, south of the district.

The other prominent institutional building of this period was the Gothic Revival-style Third Universalist Church (83 Sea Street), which appeared on a visually prominent site at the corner of Bridge and Sea streets ca. 1865. It was the most important institutional building of the period.

Growth of North Weymouth Village: 1876-1880

By 1876, when another county map was published, Lincoln, Shaw, and Curtis streets had been added on the east side of North Street, and Crescent Road had appeared, subdividing the land at the southeast corner of Sea and Pearl streets. The entire area was densely developed, with the exception of a few large estates which were generally concentrated at the edges of the village. There was also a large parcel in the triangle between Athens, Bridge, and Sea streets. The town-wide population reached 9,010 in 1870 and 10,866 in 1890. Between 1870 and 1915, a total of 4,959 new residents were added, including substantial numbers of foreign born (Ireland) for the first time. The greatest growth occurred in East Weymouth and Weymouth Landing with secondary growth at North and South Weymouth (MHC: 6).

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At least eight large shoe and boot factories stood within the Sea Street District, with several more along the edges. Half of those within the district remain today, converted to residential use. The survivors include the Lemuel Torrey Shoe Company (pre-1876) at 189 North Street, the George Henry Pratt Shoe Factory (pre-1876) at 208 North Street, the Warren Dyer Shoe Factory (pre-1876) at 11 Athens Street, and the Elias S. Beals Shoe Factory at 48 Sea Street (ca. 1855). The owner's house was adjacent to all but the Pratt factory. The factories that have been lost over time include the William French and James Torrey Shoe Factories at the northwest corner of Bridge and North streets, the Alexis Torrey Shoe Factory on the opposite corner of Bridge Street, and the Bicknell & Holbrook Shoe Factory at Sea and Bridge streets.

Bates Torrey states that 18 shoe factories operated in North Weymouth in the mid-to-late 19th century. Most appear on the 1853 or 1876 maps of the village. A few were located outside of the Sea Street District, but some of their workers may have resided within the district. Nineteenth century factories, in addition to the eight cited above, included those of Henry Newton, A.R. Moulton, Caleb S. Cleverly, John E. Stoddard & Co. (Bridge Street, east of district), E.E. Dyer (Sea/North streets), J. A. Holbrook (Newton Street), J.H. and F.H. Torrey (North Street), E.R. Bates (Commercial Street), and Augustus Beals (Torrey 1933: 43-46).

Elias Smith Beals (1814-1897) was one of the most prominent residents of North Weymouth and a leader of the shoe and boot industry. He was a descendent of John Beal, who came to America from Hingham, England in 1638. His father, Lazarus Beals, moved to Weymouth from the neighboring town of Hingham. Elias was schooled locally and learned the shoemaking trade by the age of 18. In 1838, he traveled to Savannah and Charleston, where he sold boots and shoes made by various Weymouth manufacturers. He opened a shop at Torrey's Corner (North and Bridge streets) where he operated until 1849. He then engaged in the New Orleans trade for two years.

Beals built a larger factory when he returned to North Weymouth and became the first in the village to use the newly invented machine for sewing soles. Using two of these machines, he saved \$1,000 in his first year in increased production. He closed his business during the Civil War, perhaps because a large amount of his trade was with southern cities (Torrey: 46-47). Elias Beals was also one of the first three park commissioners in Weymouth. He resided in a large Second Empire-style house at 40 Sea Street and kept his factory next door at 48 Sea Street. Both house and factory remain standing today. This factory appears to have initiated the trend to mass production of shoes and boots in North Weymouth.

Suburban Growth: 1881-1956

This period brought major change to North Weymouth as the shoe and boot industry declined, paving the way for greater economic diversity. Public amenities appeared, adding substantially to the aesthetic appearance of the village; and the population and density of the village continued to grow. Introduction of a streetcar line along the route of North, Neck, and River streets in the 1890s, followed by additional lines on Bridge and Sea streets, brought new growth to North Weymouth in the form of both suburban and summer resort development. The latter was concentrated on the Fore River, northwest of the Sea Street District.

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In the 1870s, there were 75 boot and shoe manufacturers in Weymouth, representing a peak for the industry. By 1905, their number had been reduced to 28, with only seven remaining in 1923. By 1930, there were just three firms, with a combined capitalization of \$1,250,000 and 1,800 workmen. The last, the Stetson Shoe Company in East Weymouth, closed in 1973 (Kevitt: 86). A map of Weymouth produced in 1907 and updated in 1913 shows that a few of the shoe and boot factories seen on the 1876 map had been demolished. None of the remaining factories were labeled as such, suggesting that they were no longer active industrial concerns.

For the first time, culture and aesthetics became important aspects of village life, as they did in communities throughout the state. The North Weymouth Improvement Association was formed in 1884, following South Weymouth's lead with a similar organization in 1881. Typically, their goal was to upgrade and protect the aesthetic appeal of the village. Common activities included tree planting, erection and maintenance of streetlights and sidewalks, and planning community events. Street trees are clearly visible in turn-of-the-century streetscape photos of the village. Perhaps the most important early achievement in the village improvement arena was creation of Beals Park, which was laid out at 485-505 Bridge Street on formerly undeveloped land owned by the Misses D. and C. Ford and A. Sampson in the 1880s. This created a central open space and visual focus for the village in the triangle formed by Bridge, Sea, and Athens streets.

The Weymouth Board of Park Commissioners was created when the annual town meeting of March 4, 1889 voted to legally accept Sect. 12 of Chapter 154 of the Acts of 1882. Elias S. Beals was elected to serve a three-year term, William H. Clapp for two years, and Louis A. Cook for one year. Beals was the first president of the Board, and Clapp the first secretary. The board's attention first turned to the existing North Weymouth Park and Playground, which had been donated to the town by Beals and was being improved with the interest from an endowment he provided. That endowment continues to help support the park.

The first annual report of the Park Commissioners described the accomplishments to date as grading, planting and mowing of grass, planting of 40-50 trees, creation of a large rockery stocked with shrubs and flowers on the south side of the old pond near Sea Street, and walkways and flower beds along Sea Street. The annual report considered the most important new element to be a 45-foot-high arc electric light near Bridge Street. It was said to light the entire park without disturbing the surrounding neighborhoods or public buildings on Athens Street. The light made it "delightfully pleasant for coasting, sliding and skating on the park and pond in the long winter evenings." The board also established rules for the park, which limited baseball to the Bridge Street side and forbade rude or disorderly conduct and profane or insulting language (Town Report 1889).

While the park seemed to thrive on private donations in its early years, the town invested substantial funds to construct three new public institutional buildings in North Weymouth. Two were replacements for older buildings that stood on Athens Street. All three exhibit red brick exteriors with varying amounts of Classical and Colonial Revival trim. The first was the Athens School at 21 Athens Street, which was constructed across the street from the Congregational Church in 1901-1902. Nine architects submitted bids for this project. Loring and Phipps, who had designed the high school on Middle Street in 1897, were selected as architects. G.M. Pratt was chosen as contractor. The Magee Furnace Co. provided heating. The total cost of the school was just under \$25,000. With its large windows to admit maximum air and light, and its large high-ceilinged classrooms, the school followed the standards developed by the State Board of

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Education. An addition that expanded the school from seven to eleven classrooms was undertaken in 1913. In the 1980s, the school building was converted to multi unit residential use.

The second building was the Bicknell School, which was constructed in 1926 on a large lot at Bicknell Square (90 Sea Street; intersection of Bridge and Sea streets), the former location of the Bicknell and Holbrook Shoe Factory. It was designed by J. Williams Beal and built by contractor Francis J. Green at a cost of just over \$86,000. It was converted to 58 units of housing in 1986. Third was the North Weymouth Fire Station constructed at 33 Athens Street in 1936 to replace an earlier building of 1877. The new building was designed by Boston architects Funk & Wilcox, and constructed by contractor H.L. Hauser of Dorchester. The cost was just over \$27,000. The building was enlarged in 1973 and remains in use today.

The population growth of the late 19th and early 20th centuries is easily seen in the differences between the 1876 county and the 1913 town maps. North Weymouth clearly assumed a suburban aspect as new streets like Howard and Pierce Court allowed the further subdivision of existing blocks, as some of the large estates were reduced in size, and as new dwellings appeared as infill in existing neighborhoods. The 19th-century building stock continued to dominate the village character, however, in terms of their generally small scale, placement near the street, and wood-frame materials. Although the shoe and boot factories disappeared as community landmarks, places of collective activity, and local sources of production, many small-scale businesses arose to serve the needs of residents who were producing fewer and fewer of their own household goods.

Two good examples of these new businesses are the nearly identical, small false-fronted buildings at 10 and 12 Sea Street, near its intersection with North Street, a neighborhood gathering spot known as Thomas Corner. The former was run by D.A. Jones, a news dealer and confectioner who also maintained the waiting room for the Old Colony Street Railway in the building. From 1917 through the 1940s, the store was operated by Mrs. Lucy Teague, who lived at 14 Sea Street with her husband, Joseph, the principal of the Athens School. The property at 12 Sea Street once served as the village post office. Across the street at 9 Sea Street was Collyer's Market, owned and managed by Herman Collyer and his daughter Velma for 61 years before selling in 1972. Collyer was a life-long resident of North Weymouth and the last "call chief" for the Weymouth Fire Department. The building was replaced by the current convenience store in 1977. J.W. Bartlett & Co. consisting of John W. Bartlett and William O. Collyer, was a general store located at 33 Sea Street. They sold dry goods, clothing, furnishings, medicine, tobacco, and groceries. Mr. Bartlett and his wife Gertrude lived at 246 North Street. This building was replaced with a modern brick complex in the second half of the 20th century.

The street railways that had served the village since the 1890s were abandoned in the 1920s and 1930s, and Bridge Street was incorporated into the state highway system. The appearance of gas stations and other auto-related buildings like public and private garages reflect the growing importance of the new mode of transportation. An example within the district is the Colonial Revival-style auto shop at 547 Bridge Street (corner of North; post-1913). This site was occupied by the A. Torrey & Co. Shoe Factory in 1876 and was vacant in 1913, though still owned by the Torrey family. The proliferation of automobiles also freed North Weymouth residents to pursue employment in far-flung locations.

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Modern Period: 1957-present

A modern Post Office building was constructed at 51 Sea Street in 1965, followed by a branch of the Tufts Library at 220 North Street. Recent residential development has included several reproduction Capes, and, more recently, multi unit buildings at 235 North Street and 80 Sea Street. Two small-scale masonry commercial buildings have been constructed at 9-11 Sea Street and 33 Sea Street, as noted above.

Dwellings with known or likely ties to the boot and shoe industry

A large percentage of dwellings in the district are likely to have associations with the shoe and boot industry. Some were the homes of shoemakers who may have set space aside within the dwelling for work. Others were shoe factory owners. The following list offers a few examples.

- Elias S. Beals resided at 40 Sea Street and kept his factory next door at 48 Sea Street.
- Lemuel Torrey, who lived at 187 North Street (1848), owned the adjacent shoe factory at 189-191 North Street.
- Warren Dyer lived at 19 Sea Street (1851) and owned the adjacent shoe factory at 11 Athens Street.
- Alfred T. Cushing, who lived at 31 Sea Street (ca. 1850), was a boot maker. Henry Farrington, who owned the house with his wife Ida from 1911-1940, was a shoemaker and later a reporter. The change in occupation probably reflects the steep decline of the shoe industry in the 20th century.
- John W. Pierce, who lived at 269 North Street in the 1870s and 1880s, was a shoemaker.

Architectural Significance

The Sea Street District contains a rich array of building types and landscapes that reflect its growth over the time. The Bicknell House at 82-84 Sea Street is a full Cape that is traditionally dated at ca. 1650, making it the oldest extant dwelling in Weymouth. John Bicknell (b. 1624, Barrington, England) is believed to be the builder (Bicknell Genealogy 1913). He served as a selectman for many years and was Deputy to the General Court of the Colony of Massachusetts in 1677 and 1678. He was a carpenter by trade. His son John (1653/4-1737) inherited the house and enlarged it, possibly from a three-bay cottage to a five-bay cottage. He was a farmer and cooper. This structure exhibits a hewn overhang, a feature that generally indicates a pre-1720 construction date. The MHC Survey Report for Weymouth notes that it is likely that some dwellings in the early settlement centers of North and East Weymouth retain 17th-century cores, so it is possible that other houses within the district have 17th- or early 18th-century origins as well. The Matthew Pratt House of 1674 at 103 Green Street is the only other North Weymouth dwelling that has been ascribed such an early date. That two story leanto is well outside the district, however.

Fashionable two-story, hip-roofed residences began to appear in the early 18th century, demonstrating a new prosperity. The only surviving example in the district is the Peter Pratt House at 180 North Street (corner of Bridge Street, ca. 1810-25). Other surviving dwellings from the early 19th century retain the traditional 1½ story side-gable cottage form like the Cleaverly houses at 52 and 56 Sea Street (1818 and 1793), the B. F. Pierce House at 269 North Street (1831), the Jacob Dyer House at 5-7 Sea Street (1831), and the Shaw House at 21-23 Shaw Street (1827).

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Dwellings from the mid 19th-century include traditional side-gable cottages and the newly introduced front-gable form with Greek Revival details. Well-preserved and detailed examples include the Lemuel Torrey House at 187 North Street (1848; adjacent shoe factory at 189-191 North Street), the Warren Dyer House at 19 Sea Street (1851; adjacent shoe factory at 11 Athens Street), and the J. Shaw House at 25 Sea Street (pre-1876). The Alfred T. Cushing House at 31 Sea Street (ca. 1850) is a modest sidehall example of the style. The Greek Revival-style Pilgrim Church at Athens Street was dedicated in March 1852 with Rev. Calvin Terry as its first minister.

In the second half of the 19th century, Second Empire and Italianate styles appeared. Good extant examples of the former include the W. T. Shaw House at 232 North Street (pre-1876), the Bartlett House at 246 North Street (1879-1880), and the Elias S. Beals House at 40 Sea Street (pre-1876). John W. Bartlett, who resided at 246 North Street, operated a grocery store and post office on Sea Street; the store was founded in 1852. The Joseph D. Thomas House at 22 Sea Street (ca. 1865) is a good example of the bracketed Italianate style. As new and improved industries sparked denser development of the old village, the growing population was served by new institutions. The Pilgrim Church was joined by a public school at 21 Athens Street and a Universalist Chapel (ca. 1865) at 83 Sea Street (intersection of Bridge Street).

Residences of the early 20th century included Foursquares like 200 North Street (pre-1913), bungalows like 88 Sea Street (ca. 1915); and examples of the Colonial Revival style like the Beals House at 32 Sea Street (ca. 1870), 236 North Street (post-1913), and 243 North Street (1816?/1876). The houses at 32 Sea Street and 243 North Street may actually represent remodelings of earlier dwellings. Lewis Beals, the 1870s owner of 32 Sea Street, was a farmer who turned to the masonry trade (especially building chimneys) in his later days. Dr. Wallace A. Drake occupied the bungalow at 88 Sea Street (ca. 1915) as a physician's office and dwelling with his wife Marion until after 1953. The Athens School at 21 Athens Street was replaced by the current brick and marble structure of 1901-1902. The much larger, Classical Revival-style Bicknell School at 90 Sea Street followed in 1926. Tufts Library at 220 North Street (1954) is notable as a good, early example of the Modern style.

Architects

J. Williams Beal & Sons

J. Williams Beal (1855-1919) was born in South Scituate (now Norwell) MA, and studied architecture at MIT. Upon graduation, he worked in the New York offices of two of the most celebrated architectural firms of the period, Richard Morris Hunt and McKim Mead & White, before spending several years of study and travel in Europe. Upon returning to Boston, Beal opened his own practice in 1888 with his sons Horatio and John Woodbridge Beal. Several of the firm's most important works are in Plymouth County. They include the Plymouth County Hospital and Jail, and the Executive Building and Club House for the Walk-over Shoe Company in Brockton. The firm was noted for its residential work throughout New England. Examples include the Charles Jones House Beachstone, the Sara M. Scull House (1895; NRHD), and the Merchant House (1902), all large summer houses in West Falmouth, MA. Beal also designed other building and structural types, including the memorial Bridge and Arch at Island Grove Park in Abington (1912) (NRIND), the Wareham Savings Bank, and the Bicknell School (1926) at 90 Sea Street.

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Funk & Wilcox

The Boston architectural firm of Funk & Wilcox designed the North Weymouth Fire Station at 33 Athens Street in 1936. Operating in the first half of the 20th century, the firm consisted of George C. Funk and Frederic S. Wilcox. A versatile firm, they designed many commercial buildings, auto garages, theaters, churches, apartment houses, and residences in the Boston area that are listed in the Inventory of the Historic Assets of the Commonwealth.

Carl Koch

Carl Koch (1912-1998), a native of Wisconsin, graduated from Harvard College in 1934 and studied architecture under Walter Gropius at Harvard's Graduate School of Design, from which he graduated in 1937. During World War II, he was a senior architect with the National Housing Agency before serving in the Navy.

Koch was a champion of low-cost housing, and well known for the design of prefabricated homes. For example, he designed the Acorn House prototype for John R. Bemis, who founded Acorn Houses in Bedford in 1947 to provide housing for returning soldiers and their families. Koch went on to found Techbuilt Inc., Architects. In the 1960s, Techbuilt kit homes became very popular by taking advantage of prefab technology without sacrificing individual character. Techbuilt homes were built alone and in groups in many Boston suburbs, including Belmont, Concord, and Lexington. Koch also designed other building types like Tufts Library (1954) at 220 North Street, for which he won an award from the professional journal *Progressive Architecture*.

In 1995 Mr Koch was given an Award of Honor by the Boston Society of Architects, which described him as, "an innovator in an innovative field" who "transformed the profession and the building industry."

Loring & Phipps

At the age of seventeen, George F. Loring (b. 1851) was hired as a draftsman in the City of Boston's Surveyor's Office, where he was employed from 1871-1882. He went on to establish a partnership with Stanford Phipps in Boston in 1888. The firm produced a variety of commercial buildings, schools and other public buildings, and residences throughout the New England region. One of Loring's contemporaries wrote, "His designs showed originality and artistic merit, and ... he was successful in combining beauty with inexpensive construction." Loring & Phipps designed the Georgian Revival-style Athens School at 21 Athens Street, in 1901-1902.

Archaeological Significance

Since patterns of ancient Native American settlement in Weymouth are poorly understood, any surviving sites could be significant. Ancient sites in the district locale may contribute important information related to Native subsistence and settlement patterns in the Boston Harbor watershed. Ancient sites might also contribute information about the relationship between important regional Native core areas along the Neponset and Charles River estuaries to the west and north, and the Plymouth area to the south. Ancient sites in the district might also contain important information about the relationship between Native socio/political groups in the Boston Harbor drainage that includes most of the town, and the Taunton River drainage and North and South Rivers of the South Coastal drainage that include small areas of the town along its southern border.

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Historic archaeological resources described above may contribute important and detailed information on the social, cultural, and economic patterns that characterized life in one of the earliest colonial Massachusetts settlements during its transition from an agrarian community with fishing interests to an economy where shoe manufacturing played a major role. Historic archaeological resources may help document the characteristics of 17th- and 18th-century resources for the Sea Street locale, for which only two known examples survive. Archaeological resources may also help document the district's period of rapid residential and industrial growth during the 19th century. While many residences are still extant from this period, numerous structures have been demolished. Since few contributing industrial and commercial resources survive within the district, historic and archaeological survivals may offer unique insights into the cottage shoe industry and the development from small "ten-footer" manufacture to larger factory-type operations. Structural evidence from each of these types likely survives. Detailed analysis of the contents of occupational-related features and specialized trash areas may contribute important information related to the technologies used in shoe manufacture, and a better understanding of individuals or groups of people involved in shoe manufacture and the shoe industry. Archaeological resources may also contribute information related to the importance of the cottage, and later factory-oriented, shoe industry and its relationship to local and regional markets in the Massachusetts area.

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10. Geographical Data

Verbal Boundary Description

The district boundary is outlined on the attached assessor's map.

Boundary Justification

The Sea Street Historic District contains the core of the historic village center at North Weymouth. The area includes residential, commercial, industrial, institutional, and landscape properties at the convergence of North, Sea, and Bridge streets. Boundaries were drawn to encompass the continuity and diversity of historic buildings, representing the best of 18th-, 19th-, and early 20th-century development here. Recent and heavily altered buildings have been excluded to the greatest extent possible. The most common alteration is the application of artificial siding, which is common in working-class neighborhoods such as this. In most of these instances, however, historic character is still clear.

The district includes all properties along Sea and Athens streets; properties along North Street from Bridge Street southward almost to Neck Street; and portions of Curtis, Shaw, and Pearl streets. These boundaries were selected to embody cohesive streetscapes that usually extend to significant street intersections (such as Bridge Street on the north, Crescent Road on the south, and Howard and Neck streets on the east), which tend to form natural demarcations in development.

Where street intersections do not define district boundaries, boundaries were established by changes in development patterns and by obvious patterns of loss of architectural integrity. The property at 291 North Street is one such example, marking the southern end of the most concentrated historic development on North Street. Historic buildings beyond this structure tend to be more scattered, with longer stretches of modern infill, and/or are more likely to be significantly altered.

Remarkably small in number, modern intrusions result from historically light development in the district (as evidenced in the 1876 and 1913 town maps) and from occasional demolition. Bridge Street itself, while laid out early and containing scattered historic properties, has been much altered over time and no longer demonstrates a cohesive historic character.

Legally recorded property lines define all edges of the district.

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PHOTOGRAPHS

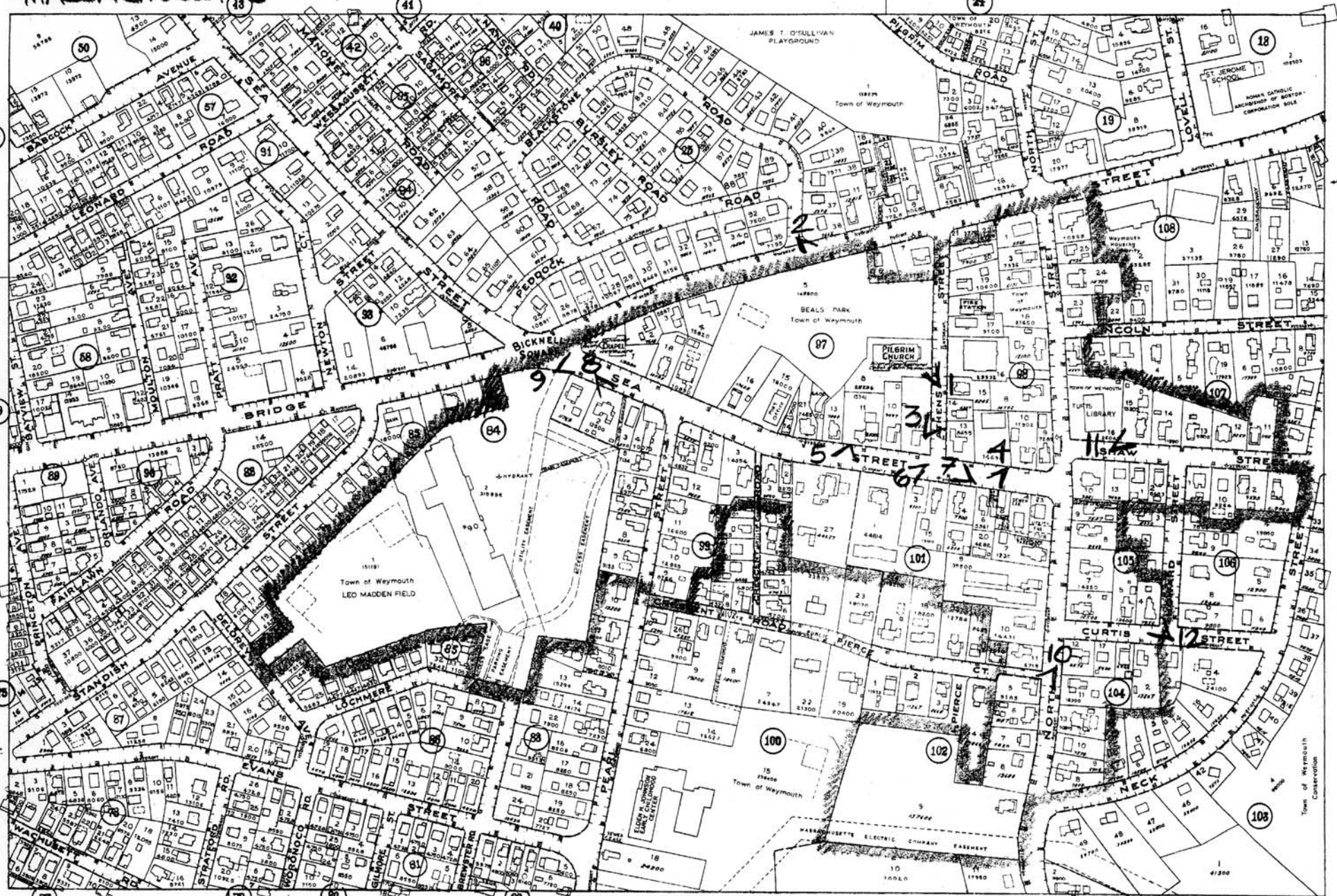
Photographer: Wendy Frontiero, Beverly, MA

Date: November 2006

1. Pilgrim Congregational Church, 24 Athens Street, looking NW
2. Beals Park (foreground), 485-505 Bridge Street; Fire Station, 33 Athens Street; Athens Street School, 21 Athens Street; Pilgrim Congregational Church, 24 Athens Street in background, looking SE
3. 11-17-21 Athens Street, looking NE
4. 10-12-18 Sea Street, looking SW
5. Elias Beals House, 40 Sea Street; Shoe Factory, 48 Sea Street, looking SW
6. 32, 40 Sea Street, looking SW
7. 19, 25 Sea Street, looking NW
8. Bicknell House, 82-84 Sea Street, looking SW
9. Third Universalist Church, 83 Sea Street, looking E
10. 269, 271 North Street, looking SW
11. 12-16-22 Shaw Street, looking E
12. 12, 16 Curtis Street, looking NW

(end)

OLD STREET HISTORIC DISTRICT
WEYMOUTH (NORFOLK COUNTY)
MASSACHUSETTS



PLAN OF A PART OF WEYMOUTH

1907

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS

GRAPHIC SCALE IN FEET
0 50 100 200

SHEET 7

REVISED TO JANUARY 1, 2004

Resource Summary

<u>Contributing</u>	<u>Noncontributing</u>	<u>Total</u>	
111	36	147	<u>buildings</u>
8	0	8	<u>structures</u>
1	0	1	<u>sites</u>
0	0	0	<u>objects</u>
120	36	156	<u>TOTAL</u>

Estimated Acreage approximately **49** acres

Assessors Map #s 7

District Data Sheets Key

Most 18th- and early 19th century building dates are derived from four sources:

- previous inventory forms
- Town of Weymouth assessors data
- “House Building in Old Spain from 1790-1860.” undated typed manuscript listing houses by construction date, original owner, and street name. Weymouth Historical Commission.
- * Nash, Gilbert. “North Weymouth About 1800.” 1885.
- The construction dates recorded by the assessors often seemed earlier than the buildings that exist today; in cases of conflict, historic maps and visual analysis were used instead.
- The latter two sources were sometimes difficult to match up with other source materials and existing buildings, so a small number of early building names and construction dates may be in error.
- Most mid to late 19th-century building dates are derived from Town of Weymouth Assessors records, previous inventory forms, and historic maps dated 1853 and 1876; the maps were the primary source for dating factory buildings.
- Most 20th-century building dates are derived from Town of Weymouth Assessors records, supplemented by period map information and visual analysis.

Ancillary buildings, including barns, garages, sheds, and cottages are difficult to date with accuracy within the scope of this nomination. Barns are generically dated as 19th century unless otherwise noted. Contributing sheds, garages, and cottages appear to date to the early-20th century unless otherwise noted.

St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/Type	Map/Block/Lot #
11	Athens Street	Warren Dyer Shoe Factory	1853-1876	No Style (front-gable)	Unknown	1322	1 C/B	7-98-14
17	Athens Street	Charles W. Dyer House	1913	Craftsman elements	Unknown	1323	1 C/B	7-98-15
21	Athens Street	Athens School	1901-1902	Georgian Revival	Loring & Phipps	302	1 C/B	7-98-16
24	Athens Street	Pilgrim Congregational Church	1852	Greek Revival	Unknown	303	1 C/B	7-97-8
29	Athens Street	W. Burrill House, garage	1898	Italianate elements; double house	Unknown	1324	1 C/B 1 NC/B	7-98-17
33	Athens Street	No. Weymouth Fire Station	1936	Colonial Revival	Funk & Wilcox	301	1 C/B	7-98-18
39	Athens Street	Lemuel Torrey House, barn	1883	No Style, front gable	Unknown	1325	2 C/B	7-98-19
455	Bridge Street	D. Vining, Jr. House, garage	Pre-1876	No style, front gable	Unknown	1326	1 CB 1 NCB	7-97-2
485-505	Bridge Street	Beals Park, Cast-iron fencing on Bridge and Sea streets	1876-1913	n/a	Unknown	926 927	1 CSi 1 CSt	7-97-5
547	Bridge Street	Service Station	ca.1945	Colonial Revival	Unknown	406	1 C/B	7-98-1
9	Curtis Street	House	1962	Colonial	Unknown	1327	1 NCB	7-104-

St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/ Type	Map/Block/Lot #
								17
11	Curtis Street	House	Post-1913	Bungalow	Unknown	1328	1 C/B	7-104-1
12	Curtis Street	J.W. Clark House garage	Pre-1876	Mansard	Unknown	1329	1 C/B 1 C/B	7-105-5
15	Curtis Street	Litchfield House garage	1876-1913	No Style front gable	Unknown	1330	1 C/B 1 C/B	7-104-2
16	Curtis Street	C. Chubbuck House	Pre-1876	Mansard	Unknown	1331	1 C/B	7-105-4
21	Curtis Street	Litchfield House	1876-1913	No Style front gable	Unknown	1332	1 C/B	7-104-3
180	North Street (aka 555 Bridge St)	Peter Pratt House	ca.1810 . -1825	Federal	Unknown	204	1 C/B	7-108-1
186	North Street	House, garage	post-1913	Bungalow	Unknown	1333	1 C/B 1 C/B	7-108-25
187	North Street	Lemuel Torrey, Jr. House, garage	1848	Greek Revival	Unknown	1334	1 C/B 1 NC/B	7-98-3
189-191	North Street	Lemuel Torrey Shoe Company	Pre-1876	No Style	Unknown	1335	1 C/B	7-98-4
192-194	North Street	William B. Seabury House, barn	1853	Greek Revival	Unknown	1336	2 C/B	7-108-24
200	North Street @ Lincoln	Chester W. ??? House	Pre-1913	Foursquare	Unknown	1337	1 C/B	7-108-23

St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/Type	Map/Block/Lot #
207	North Street	T. F. Cleverly House, garage, shed	1836	Cape	Unknown	1338	2 C/B 1 NC/B	7-98-7
208	North Street @ Lincoln	George H. Pratt Shoe Mf.	Pre-1876	No Style, L-plan	Unknown	1339	1 C/B	7-107-1
213	North Street	Henry W. Dyer House	Post-1876	No Style, front gable	Unknown	1340	1 C/B	7-98-8
220	North Street @ Shaw	Tufts Library	1954	Modern	Carl Koch	1341	1 C/B	7-107-16
232	North Street @ Shaw	W. T. Shaw House	pre-1876	Second Empire	Unknown	1342	1 C/B	7-105-10
236	North Street	House, garage	Post-1913	Colonial Revival	Unknown	1343	1 C/B 1 NC/B	7-105-9
237	North Street @ Sea	Condominium Units A and B	ca. 2000	Modern	Unknown	1344	1 NCB	7-101-23
240	North Street	William A. Drake House	1876-1913	No Style, front gable	Unknown	1345	1 C/B	7-105-8
243	North Street	Seabury House, carriage house/garage	ca.1900 (style)	Colonial Revival	Unknown	1346	2 C/B	7-101-7
246	North Street	Bartlett House,	1876-1880	Second Empire	Unknown	455	1 CB	7-105-7
249	North Street	Bicknell House, 2 greenhouses	1836-1846	Greek Revival elements	Unknown	1347	1 C/B 2 C/St	7-101-9

St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/ Type	Map/Block/Lot #
254	North Street @ Curtis	C. H. Newton House, shed	Pre-1876	No Style, front gable	Unknown	1348	1 C/B 1 NC/B	7-105-6
257	North Street	Emily D. Jenkins House	1887	No Style, L-plan	Unknown	1349	1 C/B	7-101-10
262	North Street @ Curtis	A. Litchfield House	1858	No Style, front gable	Unknown	1350	1 C/B	7-104-12
263	North Street @ Pierce	J. Bottle House	Pre-1876	Second Empire	Unknown	1351	1 CB	7-101-11
266	North Street	Cornelius T. Robbins House, workshop?	1859	Greek Revival elements	Unknown	1352	2 CB	7-104-11
269	North Street @ Pierce	Blanchard House	Pre-1830	Cape	Unknown	456	1 CB	7-102-5
271	North Street	Richard Blanchard House, 4 sheds, granite curbing	1837	Cape	Unknown	1353	2 CB 2 NCB 1 CSt	7-102-6
274	North Street	Mrs. Robbins House, garage, granite curbing	1860-1876	Italianate	Unknown	1354	1 CB 1 NCB 1 CSt	7-104-13
277	North Street	House	1938	Reproduction Cape	Unknown	1355	1 CB	7-102-7
276	North Street	House, granite curbing	1982	Ranch	Unknown	1356	1 NCB 1 CSt	7-104-10
282	North Street	House	Mid 19 th century	Greek Revival	Unknown	1357	1 CB	7-104-9

St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/ Type	Map/Block/Lot #
283	North Street	House, shed	1914	No Style	Unknown	1358	1 CB 1 NCB	7-102-8
291	North Street	Stephen Dalersly House	1902	Queen Anne elements, front gable	Unknown	1359	1 CB	7-102-9
3	Pearl Street (att. to 74-76 Sea St.)	Thomas Bicknell House	ca.1860	No Style	Unknown	1360	1 CB	7-83-4
6	Pearl Street	H. F. Cushing House, garage	Pre-1876 ca. 1842	Greek Revival elements, front gable	Unknown	1361	1 CB 1 NCB	7-99-13
9	Pearl Street	House	1940	Reproduction Cape	Unknown	1362	1 CB	7-83-5
12	Pearl Street	Charles Litchfield House	1848	Greek Revival elements, front gable	Unknown	1363	1 CB	7-99-12
15	Pearl Street	House	1933	Reproduction Cape	Unknown	1364	1 CB	7-83-6
16	Pearl Street	William B. Lougee House, garage	1845	Greek Revival elements, front gable	Unknown	1365	1 CB 1 NCB	7-99-11
17	Pearl Street	E. Davis House, garage	1855	Greek Revival elements, front gable	Unknown	1366	1 CB 1 NCB	7-83-7
21	Pearl Street	Daniel Cram House, garage	1847	Greek Revival elements, front gable	Unknown	1367	1 CB 1 NCB	7-83-8
24	Pearl Street	G. Adams House, garage	Pre-1876	Greek Revival elements, front gable	Unknown	1368	1 CB 1 NCB	7-99-10
27	Pearl Street	D. A. Reed House, outbuilding	1852	Greek Revival	Unknown	1369	2 CB	7-83-9

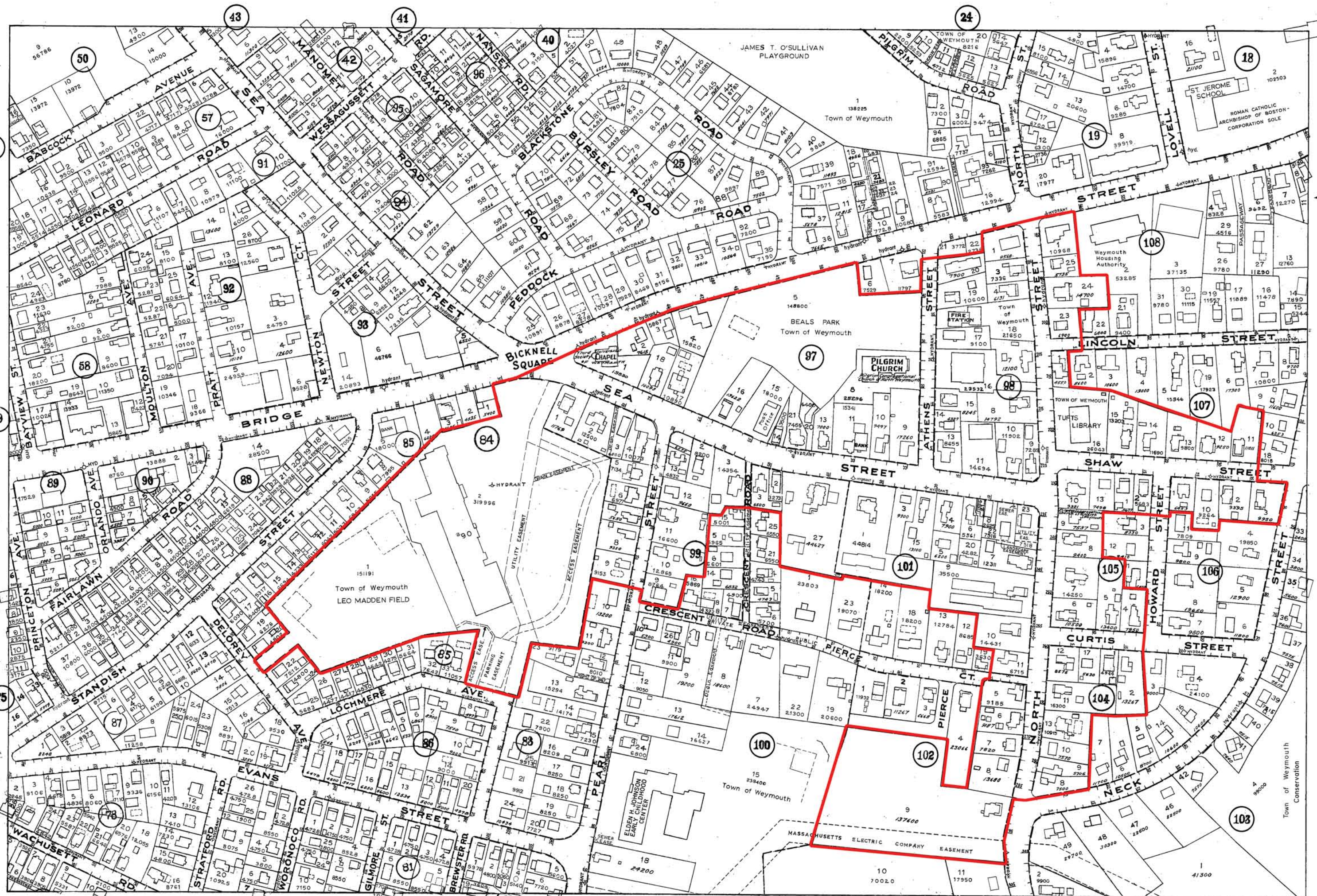
St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/Type	Map/Block/Lot #
32	Pearl Street @ Crescent	House, garage	post-1913	Bungalow	Unknown	1370	1 CB 1 NCB	7-99-9
36	Pearl Street @ Crescent	House	1876-1913	Queen Anne elements, front gable	Unknown	1371	1 CB	7-100-10
1	Sea Street @ North	Mary L. Pratt House, garage	1876-1913	No Style, front gable	Unknown	1372	1 CB 1 NCB	7-98-9
5-7	Sea Street	Jacob Dyer House, barn/garage	ca.1831	Cape	Unknown	1373	2 CB	7-98-10
6	Sea Street	Condominium Units A and B	ca.2000	Modern	Unknown	1374	1 NCB	7-101-22
10	Sea Street	Street Railway Waiting Room	ca.1905	No Style	Unknown	505	1 CB	7-101-8
11	Sea Street	Convenience Store	1977	No Style	Unknown	1375	1 NCB	7-98-11
12	Sea Street	Post Office	ca.1910	No Style	Unknown	506	1 CB	7-101-21
14	Sea Street	B.F. Thomas House	1860-1876	Second Empire major alts	Unknown	1376	1 NCB	7-101-6
14R	Sea Street, rear	House	1923	Foursquare	Unknown	1377	1 CB	7-102-20
16	Sea Street, rear	House	1923	Foursquare	Unknown	1378	1 CB	7-101-5
18	Sea Street	James Thomas House	ca. 1854	Greek Revival	Unknown	208	1 CB	7-101-4

St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/ Type	Map/Block/Lot #
19	Sea Street @ Athens	Warren Dyer House	1851	Greek Revival	Unknown	1379	1 CB	7-98-13
22	Sea Street	Joseph D. Thomas House, barn	ca. 1865	Italianate	Unknown	507	2 CB	7-101-15
25	Sea Street @ Athens	J. Shaw House	Pre-1876	Greek Revival	Unknown	1380	1 CB	7-97-9
31	Sea Street	Alfred T. Cushing House	ca. 1850	Greek Revival	Unknown	508	1 CB	7-97-10
32	Sea Street	Lewis Beals House, new building	ca.1870 updated ca.1900?	Colonial Revival/ Shingle Style	Unknown	509	1 CB 1 NCB	7-101-1
33	Sea Street	Commercial Building	mid 20 th century	Modern	Unknown	1381	1 NCB	7-97-11
40	Sea Street	Elias S. Beals House, carriage house, garage, fence	1860-1876	Second Empire	Unknown	216 916	2 CB 1 NCB 1 CSt	7-101-27
41	Sea Street	J. W. Bartlett House	1855	Second Empire	Unknown	1382	1 CB	7-97-13
43	Sea Street, rear	James Broyslaw Cottage	Pre-1913	No Style, cottage	Unknown	1383	1 CB	7-97-20
45-47	Sea Street	Henry Newton House	1837	Italianate elements	Unknown	1384	1 CB	7-97-21
48	Sea Street	Elias S. Beals	ca.1855	Italianate	Unknown	209	1 CB	7-101-2

St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/ Type	Map/Block/Lot #
		Shoe Factory						
49	Sea Street	James Broyslaw Cottage	Pre-1913	No style, front-gable	Unknown	1385	1 CB	7-97-14
51	Sea Street	Post Office	1965	Colonial Revival	Unknown	1386	1 NCB	7-97-15
52	Sea Street @ Crescent	Samuel Cleverly House, garage	1836	Cape	Unknown	1387	1 CB 1 NCB	7-101-3
56	Sea Street @ Crescent	Mrs. R. W. Cleverly House, barn?	1838	Cape	Unknown	1388	2 CB	7-99-3
62	Sea Street	G.W. Cleverly House	1845	No Style, front-gable	Unknown	1389	1 CB	7-99-2
63	Sea Street	Noble Morse House, garage	1849	Greek Revival elements, front-gable	Unknown	1390	1 CB 1 NCB	7-97-16
64-68	Sea Street @ Pearl	Commercial block	ca.1920	Classical Revival elements	Unknown	1391	1 CB	7-99-1
74-76	Sea Street @ Pearl	Commercial block	Post-1913	No style	Unknown	1392	1 CB	7-83-4
71-73	Sea Street	Misses D. and C. Ford House	1798	Federal	Unknown	1393	1 CB	7-97-17
75	Sea Street	Joseph L. and Anne S. Newton House, garage	1876-1913	No style, T-plan	Unknown	1394	1 CB 1 NCB	7-97-18
80	Sea Street	Apartments	1970	Modern	Unknown	1395	1 NCB	7-83-3

St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/Type	Map/Block/Lot #
82-84	Sea Street	Bicknell House	ca. 1650	Cape	Unknown	1396	1 CB	7-83-2
83	Sea Street	Third Universalist Church	ca.1865	Greek Revival	Unknown	207	1 CB	7-97-1
88	Sea Street	Drake House, garage	ca.1915	Bungalow	Unknown	510	2 CB	7-83-1
90	Sea Street	Bicknell School	1926	Classical Revival	Francis J.Green, builder	329	1 CB	7-84-1
7	Shaw Street	House	1970	Garrison Colonial	Unknown	1397	1 NCB	7-105-13
11	Shaw Street	House, garage	post-1913	Bungalow	Unknown	1398	2 CB	7-105-1
12	Shaw Street	A. Beals House, barn	pre-1876	Greek Revival elements, front-gable	Unknown	1399	2 CB	7-107-15
15	Shaw Street @ Howard	House, garage	1923	Bungalow	Unknown	1400	2 CB	7-105-2
16	Shaw Street	W. Shaw House, garage	ca. 1876	Italianate elements, front gable	Unknown	1401	1 CB 1 NCB	7-107-14
21-23	Shaw Street @ Howard	Jacob Shaw House? garage moved here?	1827	Cape	Unknown	1402	1 CB 1 NCB	7-106-1
22	Shaw Street	House, garage	Post-1876	Second Empire	Unknown	1403	1 CB 1 NCB	7-107-13

St. #	Street Address	Historic Property Name	Construction Date	Architectural Style	Architect/Builder	Inv. # (MHC)	Status/Type	Map/Block/Lot #
27	Shaw Street	House, garage	1943	Reproduction Cape	Unknown	1404	1 CB	7-106-10
28-30	Shaw Street	Annette A. Cushing and Georgia E. Tower House	Post-1876	Italianate- Greek Revival elements, front gable	Unknown	1405	1 CB	7-107-12
31	Shaw Street	House, garage	Post-1876 ca. 1880	No style, front gable	Unknown	1406	1 CB 1 NCB	7-106-2
34	Shaw Street	House	Post-1876	No style, front gable	Unknown	1407	1 CB	7-107-11
37	Shaw Street @ Neck	House	Post-1876	Queen Anne elements, front gable	Unknown	1408	1 CB	7-106-3



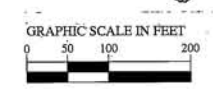
Sea Street Historic District

Weymouth (Norfolk County), Massachusetts

PLAN OF A PART OF WEYMOUTH

1907

ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS



SHEET 7

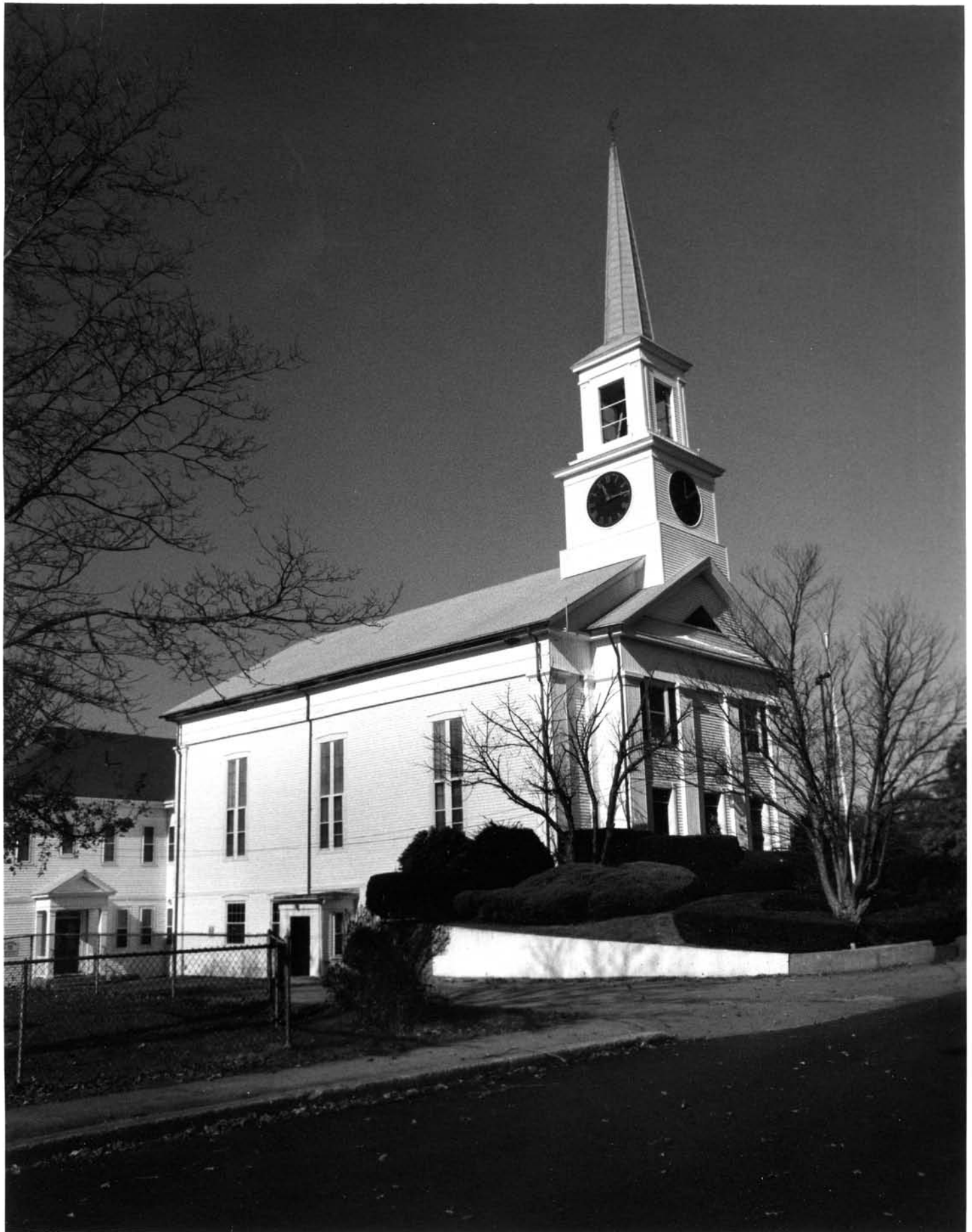
REVISED TO JANUARY 1, 2004

WEYMOUTH, MASSACHUSETTS

A 19/338660/4678250
B 19/339680/4678600
C 19/339700/4678220

Sea St. National Register HD.
Weymouth, MA
D 19/339450/4677820





1. Pilgrim Congregational Church, 24 Athens Street, looking NW
(Photographer: Wendy Frontiero, November 2006)



2. Beals Park (foreground), 485-505 Bridge Street; Fire Station, 33 Athens Street; Athens Street School, 21 Athens Street; Pilgrim Congregational Church, 24 Athens Street in background, looking SE (Photographer: Wendy Frontiero, November 2006)



3. 11-17-21 Athens Street, looking NE (Photographer: Wendy Frontiero, November 2006)



4. 10-12-18 Sea Street, looking SW (Photographer: Wendy Frontiero, November 2006)



5. Elias Beals House, 40 Sea Street; Shoe Factory, 48 Sea Street, looking SW (Photographer: Wendy Frontiero, November 2006)



6. 32, 40 Sea Street, looking SW (Photographer: Wendy Frontiero, November 2006)



7. 19, 25 Sea Street, looking NW (Photographer: Wendy Frontiero, November 2006)



8. Bicknell House, 82-84 Sea Street, looking SW (Photographer: Wendy Frontiero, November 2006)



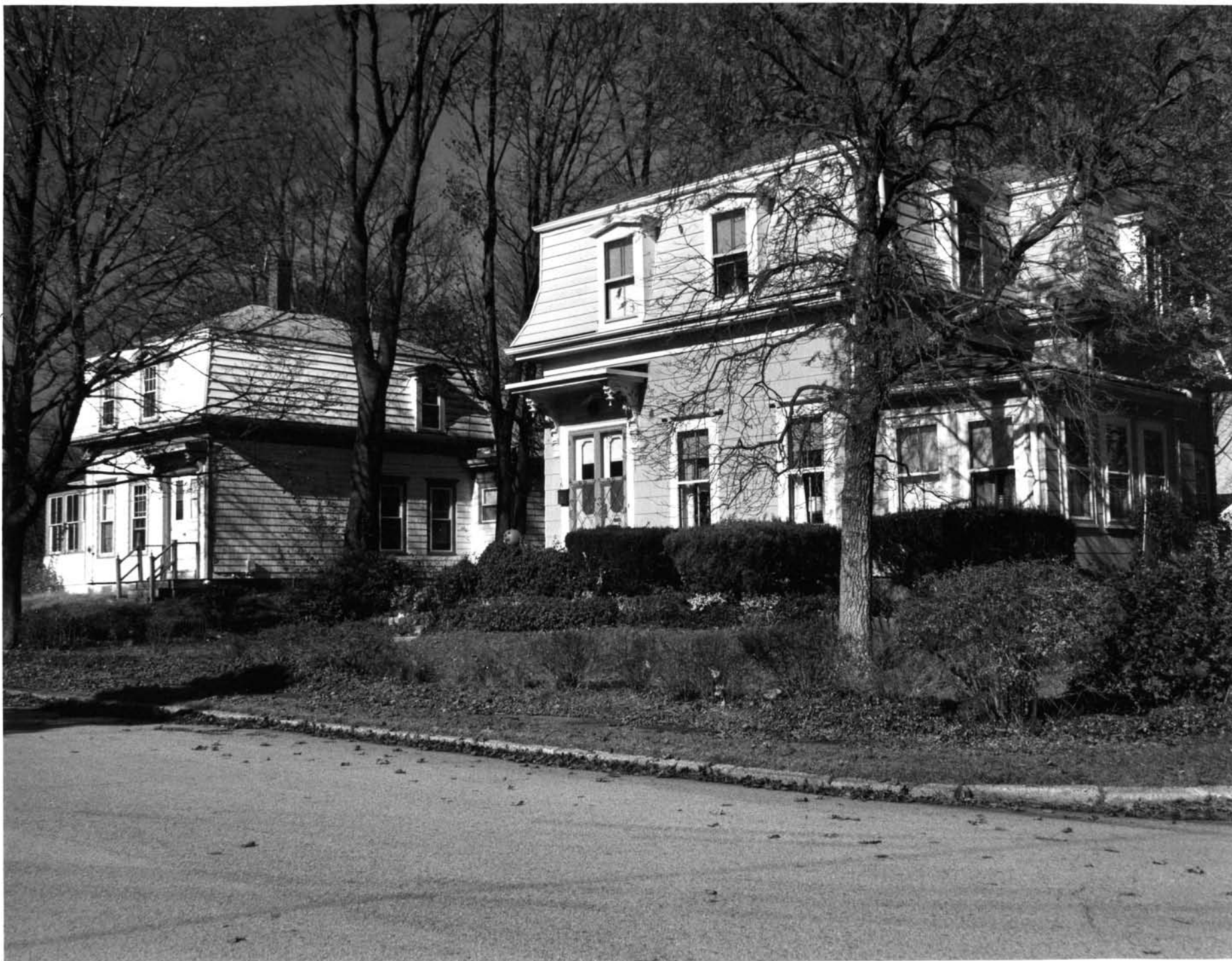
9. Third Universalist Church, 83 Sea Street, looking E (Photographer: Wendy Frontiero, November 2006)



10. 269, 271 North Street, looking SW (Photographer: Wendy Frontiero, November 2006)



11. 12-16-22 Shaw Street, looking E (Photographer: Wendy Frontiero, November 2006)



12. 12, 16 Curtis Street, looking NW (Photographer: Wendy Frontiero, November 2006)