

TOWN OF PLYMPTON

**HISTORICAL ASSET
INVENTORY PRE-SURVEY**

FINAL REPORT

SUBMITTED TO

**PLYMPTON HISTORICAL COMMISSION
TOWN OF PLYMPTON, MASSACHUSETTS**

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INTRODUCTION

The Plympton Historical Commission received funding from the town's Community Preservation Committee (CPC) to conduct a professional assessment of Plympton's historic properties inventory. The goal of this pre-survey project was to produce a detailed plan for updating, correcting, and expanding the inventory to meet current survey standards established by the Massachusetts Historical Commission (MHC). The results of this planning project provide the Plympton Historical Commission with information needed to implement the survey update on a multi-phase basis, as local and matching state funding permits.

Per MHC survey requirements, a town's historic properties inventory must be communitywide and comprehensive. The inventory should convey how Plympton developed through the early 1960s (MHC's current survey cut-off date), as evidenced by the historic resources that survive. A comprehensive survey is expected to record the most intact examples of Plympton's development and demonstrate how the town's historic resources are concentrated.

ASSESSMENT OF PLYMPTON INVENTORY

The Massachusetts Cultural Resource Information System (MACRIS) database, maintained by the MHC, includes information on 98 areas, buildings, objects, structures, and cemeteries in Plympton. Members of the Plympton Historical Commission recorded many of these resources from ca. 1973 through 1976. With certain exceptions at the town center, most of the resources selected for documentation were residential buildings predating 1830. The survey included seven buildings in the Harrub's Corner Historic District (LHD 1970), Plympton's only local historic district. The 1970s inventory forms generally provide a location, photograph, and owner's name, but little or no building-specific history or evaluation of the inventoried property's significance relative to others in the town. Architectural details are conveyed in the checklist format utilized by the MHC at that time. The forms are available for viewing online, through the MHC web site (www.sec.state.ma.us/mhc).

While the Plympton inventory met MHC survey expectations 35 years ago, the inventory, as a planning document, requires updating and expansion to serve current planning needs at the local and state levels. Photographs require updating to demonstrate current conditions. Architectural descriptions of buildings in narrative format are now required, as are brief historical narratives outlining the property's history over time. In addition, MHC survey standards now call for digital location maps, ordinarily excerpts of a town planning map, in place of the hand-drawn sketch maps on the inventory forms. It should be noted that the MHC renumbered many of the original Plympton inventory forms prior to the MACRIS data entry. To the extent possible during the pre-survey project, current MHC inventory numbers (each preceded by the three-letter code for Plympton, "PLM") have been confirmed and added to the survey recommendations in this report.

Of two updates made to the Plympton inventory in the 1990s, the first was principally the product of a reconnaissance survey. From 1990 to 1992, staff of the Massachusetts Highway Department recorded about six historic resources on County Road east and

west of the Harrub's Corner Historic District, as well as the stone slab bridge (PLM.900) over Jones River Brook. This survey work apparently preceded highway improvements on County Road (State Route 106).

Additional survey work, undertaken in 1997 by graduate students in historic preservation at Boston University, recorded select buildings in Plympton believed to display timber-frame construction characteristic of architecture from the First Period of European settlement in Massachusetts. The survey work in Plympton, part of a larger study of towns in southeastern Massachusetts, involved interior inspections of six (6) houses: three at Harrub's Corner, and one each on Brook Street, Crescent Street, and Ring Road. See survey target area profiles for specific properties. Due to the architectural nature of this survey and the focus on Plympton's early settlement period, additional historical research for these properties is recommended.

Survey work related to a National Register of Historic Places nomination for Plympton Village Historic District (NR 2007) at the Town Green produced inventory forms for Hillcrest Cemetery, Main Street (PLM.801); the Town House (formerly Central School), 5 Palmer Road (PLM.88); and the Firehouse, 3 Palmer Road (PLM.87). Resources in recently established National Register districts are not normally re-surveyed. For these and other properties within the boundaries of the Plympton Village district at the Town Green, the National Register nomination functions as the updated documentation covering those properties for state and local environmental review purposes, including demolition review.

Unlike historic resources in the Plympton Village district, the seven buildings in the Harrub's Corner Historic District (LHC 1970) are subject to design review. Updated inventory information – photographs, architectural descriptions, and historical narratives – will assist the Historic District Commission in its regulatory function. As noted above, three houses in the district were recorded by the First Period regional survey, and their inventory forms may require new information only in the historical narratives.

SELECTION CRITERIA FOR PROPERTIES RECOMMENDED FOR SURVEY

General criteria for identifying resources for survey included:

- uniqueness in Plympton;
- good example of a historic resource type or architectural style;
- prominence in the landscape;
- good example of historic development patterns (in areas of mixed historic and contemporary [post-1960s] development); and/or
- association with important events or personalities in Plympton's history.

Historic areas recommended for documentation with MHC area forms generally are distinguished by visual cohesiveness and a high percentage of historic buildings relative to the total number of buildings in the area. Individual resources recommended for documentation are distinguished by their degree of architectural integrity. While a comprehensive survey is not confined to unaltered buildings, buildings that have been significantly compromised by post-1960 alterations are generally excluded from the

survey recommendations. Properties with surviving historic outbuildings and open space are included, since these resources contribute to the character of Plympton.

A reconnaissance survey (also known as a windshield survey) was conducted by driving all public roads in Plympton. To the extent possible, previously inventoried historic resources were field-checked and current street address numbers (e.g., house numbers) identified. The assessor's list provided to the Plympton Historical Commission was very helpful in confirming street addresses. Some properties recommended for survey will require owner permission for access; a preliminary list of these properties is included in this report.

GENERAL RECOMMENDATIONS FOR UPDATING

Budget constraints usually call for a phased approach to updating and expanding the historic properties inventory. A geographic approach to phasing is strongly recommended, as it allows the town to focus first on a particular area of concern, or an area with greater historic integrity or historic district potential than other areas. Additional phases of the survey may be undertaken as funds permit. Some towns have conducted phased surveys based on building construction date (e.g., the first phase covers all buildings in the town built prior to 1850, the second phase covers buildings from 1850 to 1900, etc.). This method is not as efficient as the geographic approach, because considerable time and resources are devoted to establishing construction dates for properties that may not retain sufficient architectural and historic integrity to merit inclusion in the town's inventory.

The town of Plympton has been divided into seven geographic areas (arranged in this report from north to south, and from east to west). See area profiles for historical overviews and street address of properties recommended for survey. These recommendations are estimates based on the preliminary research conducted to date, and may be adjusted slightly, upward or downward, when the intensive-level survey is undertaken.

SURVEY TARGET AREAS

Profiles of survey target areas are presented in this report roughly in geographic order, as one proceeds through the town from north to south, and from east to west. Boundaries of the survey target areas are illustrated on the U. S. Geological Survey topographical map of Plympton appended to this report.

Each area profile provides a brief overview of historic development in that area, from the 17th century into the 20th century. Topography and road layout are discussed, along with patterns of settlement and land use. Persons and businesses associated with the area are identified. It should be understood this information is based on preliminary research; more detailed research would come out of a comprehensive survey.

Following each narrative overview is a list of survey recommendations for that target area, with properties arranged by street name and street number. The Plympton assessor's office supplied map, block, and parcel numbers. Current MHC inventory numbers, where available, have been included. The Plympton Historical Commission will be expected to provide both the parcel numbers and MHC numbers on inventory forms submitted to MHC in the future.

Survey target areas are designed to encompass geographic areas of Plympton, and all sections of the town are included in a survey target area. The boundaries of these areas are intended to identify groups of geographically and historically related resources for documentation in a phased comprehensive survey. The various survey target areas are not intended to be documented with MHC area forms (Form A), as such an approach would require recording all properties in the area, regardless of age, on the area form. Suggested MHC area forms are presented with the property lists.

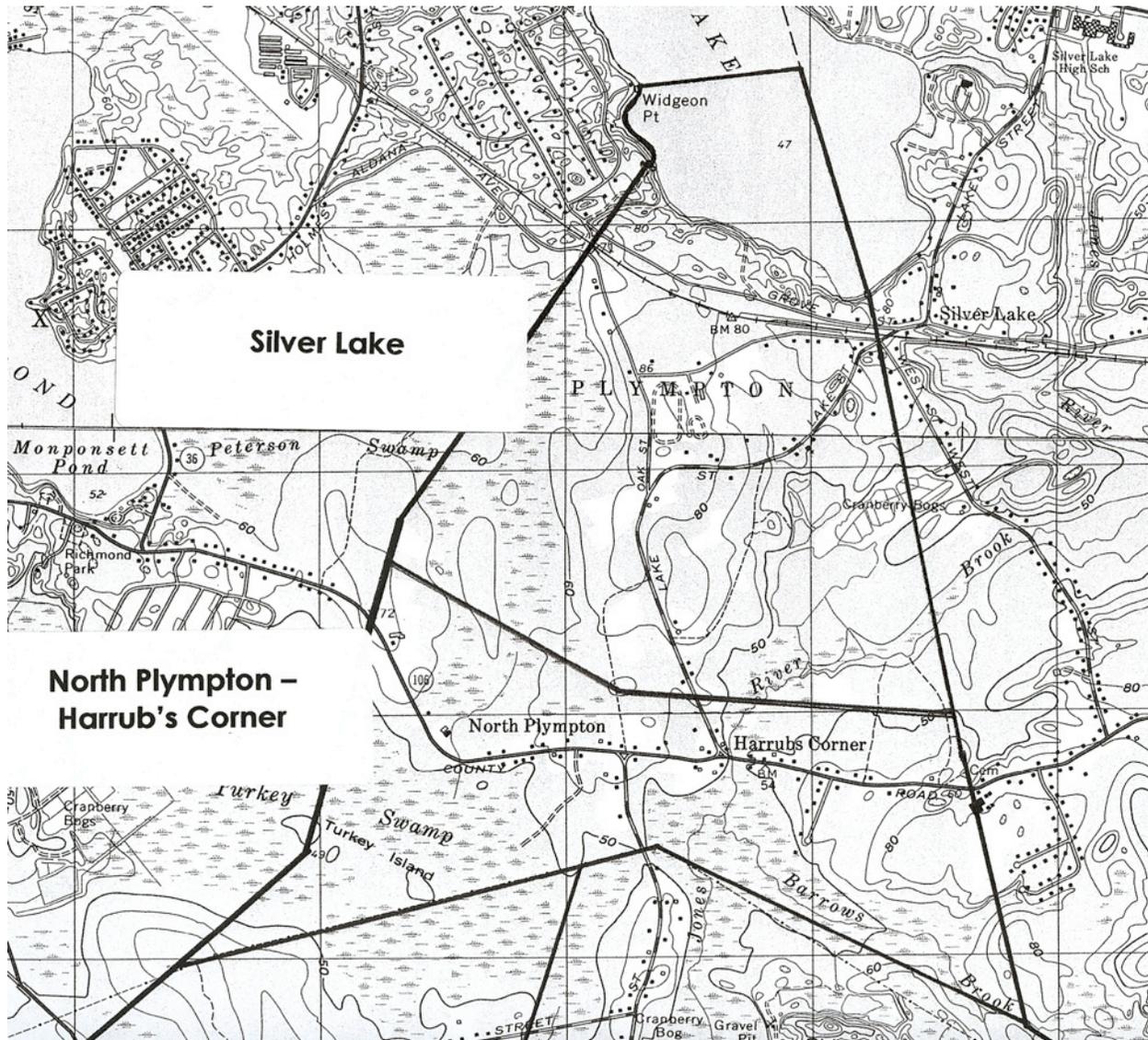
The seven survey target areas are:

- Silver Lake
- North Plympton – Harrub's Corner
- North Main – Bonney Pond – Dennetts Pond – Cato's Ridge
- West Plympton – Dunham's Neck
- Southeast Plympton – Annasnappet Brook – Indian Pond
- Plympton Village – Plympton Green
- Prospect Hill – Winnetuxet – South Main

Major sources used in the preparation of the target area narratives were historic maps and atlases, U. S. census records, Plympton directories, MHC's Reconnaissance Survey Report for Plympton (1981, from a statewide reconnaissance survey), the Plympton Village Historic District National Register nomination (2007), and various materials prepared by Plympton historian Eugene Wright. For further information see page 35 and the additional bibliography appended to this report.

SILVER LAKE

Historic (pre-1960) roads:
Forest St, Grove St, Lake St (excluding 147), Oak St



Historical overview:

This survey target area encompasses the northernmost section of Plympton. Silver Lake, which is within or adjacent to the town boundaries of Plympton, Kingston, Pembroke, and Halifax, borders the target area on the north. Circulation through this section of Plympton is partly dependent on the larger network of routes connecting Kingston and Halifax; Grove Street and Silver Lake are accessible by roads in the neighboring towns.

Though Plympton has large areas of marsh and swamp that precluded the presence of a significant native population during the Contact period (1500-1620), the shores of Silver Lake likely attracted native settlement. Grove Street has been identified as a probable native trail around Silver Lake, with Lake and Forest Streets as possible trails to the lake from points south.

Little European settlement occurred in this target area prior to 1830. During the Colonial period (1675-1775), the closest settlement cluster was located in another target area – Harrub's Corner on County Road (see overview) – to the south. Scattered agricultural settlement during the Federal period (1775-1830) took the form of capes on Grove Street and Oak Street.

The survey target area experienced considerable growth during the Early Industrial period (1830-1870). In 1845, the Old Colony Railroad from Boston to Plymouth was built through this target area, giving Plympton its only railroad. While the Plympton depot historically has occupied a site on the Kingston side of the town line, freight and passenger activity associated with the railroad contributed to the growth of a village at the eastern end of the survey target area. Both the village and the train depot were named for the adjacent lake.

Known for the purity of its spring water, Silver Lake was an early location for icehouses. Icehouse construction off Grove Street included a railroad spur to the depot for shipping. Plympton Branch Railroad Company, an ice operation incorporated in 1848, changed its name in 1856 to the Silver Lake Ice Company. The company operated an icehouse between the lake and Grove Street, near the depot, by 1857.

At the western end of this survey target area, some properties on either side of Oak Street and Grove Street were originally located in Halifax, due to a highly irregular boundary between the two towns that apparently dated to the incorporation of Halifax in 1734. The 1857 Plymouth County atlas illustrates this boundary and the properties that were annexed by Plympton in 1863, when the town boundary from Turkey Swamp to Silver Lake was straightened to its present position.

In the 1860s, the Old Colony Railroad opened Silver Lake Grove, an “amusement grove” and picnic ground on the southern shore of Silver Lake, establishing the area as a popular lakeside resort destination. Special express or “excursion” trains ran from Boston directly to the thirty-acre grove. In 1874, the railroad brought a steamboat to Silver Lake as part of the amusements. In what Plympton historian Eugene Wright describes as “probably the greatest display of animal power in the history of Plympton,” thirty-six yoke of oxen dragged the steamboat from Kingston Bay to Silver Lake by way of Harrub's Corner and Lake Street. The grove also was the scene of rowing regattas and [church] camp meetings in the 1870s, bringing many visitors to Plympton.

The Old Colony Railroad closed Silver Lake Grove in the late 1870s following two incidents. In June 1877, an explosion in the boiler of the pleasure steamer killed one passenger and injured several others, prompting an inquest. In October 1878, the Plympton-bound excursion train derailed in Quincy with over one thousand passengers aboard, killing twenty-one in a major disaster in the history of the Old Colony line.

Railroad, recreation, and icehouse activity associated with Silver Lake generated residential and institutional development in this target area that continued into the Late Industrial period (1870-1915). To meet the needs of the growing population, prayer meetings started in 1880 at Lane's Hall (demolished) on Lake Street, later moving to the Silver Lake Chapel on Lake Street, which occupied a former dance pavilion moved from the abandoned grove. The chapel work included a Sunday School, ladies' sewing circle, and a women's auxiliary. In 1882, the order of Good Templars, advocating temperance, established their second lodge in Plympton at Silver Lake. Lake View Lodge No. 114 met at Lane's Hall into the early 1920s.

Several events contributed to the transition of this survey target area, in the Early Modern period (1915-1940) and later, from a bustling village encompassing mixed uses to an area of principally suburban character. The state in 1897 approved a request from the city of Brockton to expand its municipal water supply by drawing water from Silver Lake, effectively ending much of the commercial activity associated with the lake. The icehouses maintained by Dorchester Ice Company on Grove Street at Silver Lake burned in 1917 and were not rebuilt. Freight and passenger traffic through the railroad station declined with the popularity of the automobile. Passenger service ended in 1959, with sporadic freight service into the late 20th century. Many residents of this target area in the first three decades of the 20th century were farmers, cranberry growers, or employed by the railroad, shoe shops, or in the building trades.

Rail service was reactivated in 1997, though the nearest station stop is in Halifax.

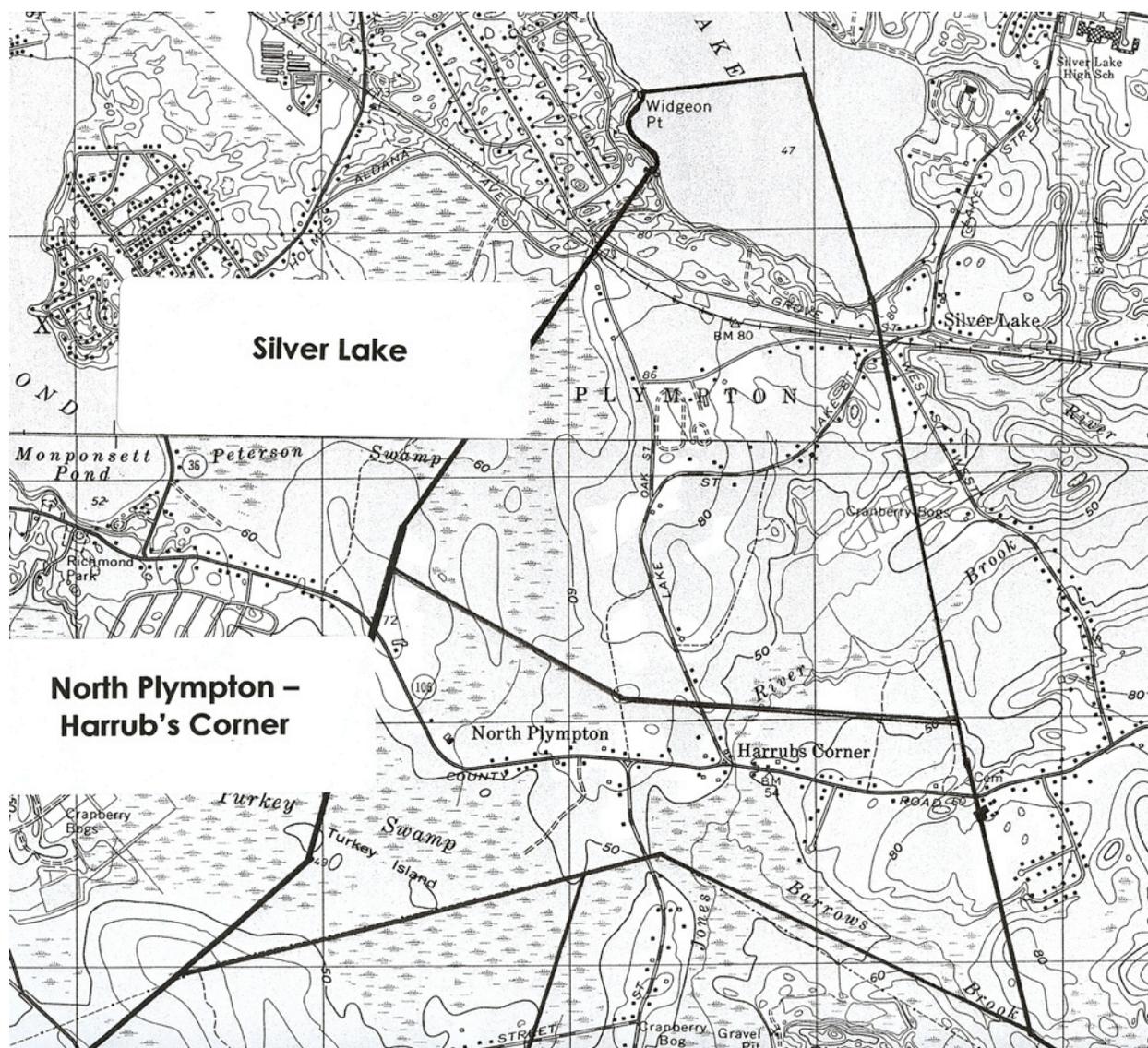
Silver Lake survey target area

Properties recommended for survey update

MAP	BLK	PCL	ST #	STREET NAME	MHC #
1	2	9	3	FOREST ST	
1	2	15	19	FOREST ST	
2	2	1	20	FOREST ST	
1	4	33	72	GROVE ST	PLM.75
1	5	1	8	LAKE ST	
3	2	2	9	LAKE ST	
3	2	6	33	LAKE ST	
3	2	7	37	LAKE ST	
2	2	22	40	LAKE ST	
2	2	15	66	LAKE ST	
2	3	5	79	LAKE ST	
2	3	6	117	LAKE ST	PLM.44
2	1	9	34	OAK ST	PLM.45

NORTH PLYMPTON – HARRUB'S CORNER

Historic (pre-1960) roads:
County Rd, Lake St (147 only)



Historical overview:

North Plympton encompasses the County Road (Route 106) corridor between Kingston on the east and Halifax on the west. Jones River Brook passes through this survey target area on a north-south axis, immediately east of the County Road intersection with Lake Street. Turkey Swamp occupies the west end of the area, spanning the town line into Halifax. The target area includes the Harrub's Corner Historic District, designated in 1970 and currently Plympton's only local historic district. Seven properties at or near the

County Road-Lake Street intersection, as well as a historic bridge over Jones River Brook, are located within the district boundaries.

The east-west route path later known as County Road may have been a native trail around Turkey Swamp during the Contact period (1500-1620). Large areas of marsh and swamp in Plympton, however, precluded the presence of a significant native population relative to other towns. County Road was Plympton's principal east-west route through the First Settlement period (1620-1675), part of the longer route connecting the plantations of Plymouth (1620) and Bridgewater (1656).

Harrub's Corner includes a cluster of significant Colonial period (1675-1775) dwellings in Plympton. This cluster constituted a secondary settlement node in Plympton during the period; the meetinghouse location and town center developed on Main Street farther south, at the Town Green. The County Road-Lake Street intersection remained a major crossroads in Plympton, however, and a tavern operated from the residence on the northwest corner (111 County Road, PLM.3) in the 18th century. A sawmill operated on the south side of the road, at Barrows Brook/Jones River Brook, in the 18th century.

Another important Colonial-period resource in this target area is the unnamed family cemetery on the north side of County Road, adjacent to the Kingston town line. A gravestone inventory undertaken in 1907 indicates the earliest burials here were associated with the Bryant family and conducted circa 1767-1770. Burials appear to have continued through at least 1874, but further research is needed. John Higgins acquired the cemetery before 1883 as part of the so-called Seneca Briggs place, consisting of nearly thirty acres spanning the Plympton-Kingston town line. Higgins was a summer resident of Plympton in 1914, according to the directory of that year. The cemetery remains in the ownership of his descendants.

During the Early Industrial period (1830-1870), concentrated settlement here was known as the North Village. Blacksmith or shoe shops operated on at least three properties east of Lake Street by 1857, while a store operated from the former tavern. North School (burned and demolished) was on the west side of Lake Street, immediately north of County Road, and a post office and hotel (demolished) were on the west side of Main Street, immediately south of County Road.

Growth continued in the village, which became known as North Plympton by 1879. Multiple properties were owned by the Harrub and Wright families during the Late Industrial period (1870-1915) and later. In addition to the store and post office, the village included a wheelwright shop, blacksmith shop, corn house, cider mill, and vinegar house. The North Plympton public school occupied the east corner of the County Road intersection with Main Street, and appears to survive, somewhat modified, as a residence at 92 County Road (PLM.48).

County Road was designated a state route during the Early Modern period (1915-1940). North Plympton maintained a largely rural residential character, with several residents engaged in farming, specifically dairy farming. A florist operated at the sparsely settled western end of County Road, in an area largely dominated by swamp. Both the florist operation and an associated business, a tea room, were typical commercial uses for

agricultural properties during this period. A blacksmith shop, dressmaker, and real estate broker operated at the center of the village.

From 1990 to 1992, the Massachusetts Highway Department surveyed approximately one-half dozen properties on County Road east and west of the Harrub's Corner Historic District, as well as the stone slab bridge (PLM.900) over Jones River Brook. Most of this survey work, which apparently preceded highway improvements on State Route 106, was reconnaissance in nature and did not incorporate historical research.

Another survey, undertaken in 1997 by graduate students in historic preservation at Boston University, recorded select buildings in Plympton believed to display timber-frame construction characteristic of architecture from the First Period of European settlement in Massachusetts. Three properties in the Harrub's Corner Historic District were examined. The Stephen Bryant Jr. House, 125 County Road (ca. 1691, PLM.7) was confirmed as a First Period house. Based on the limited exposed framing observed during site inspections, construction dates were estimated as mid-18th century for the Isaac King House, 111 County Road (PLM.3), and early 19th century for the George Harrub House, 115 County Road (PLM.5). The surveyors recommended all three properties for listing in the National Register of Historic Places.

North Plympton – Harrub's Corner survey target area

Properties recommended for survey update

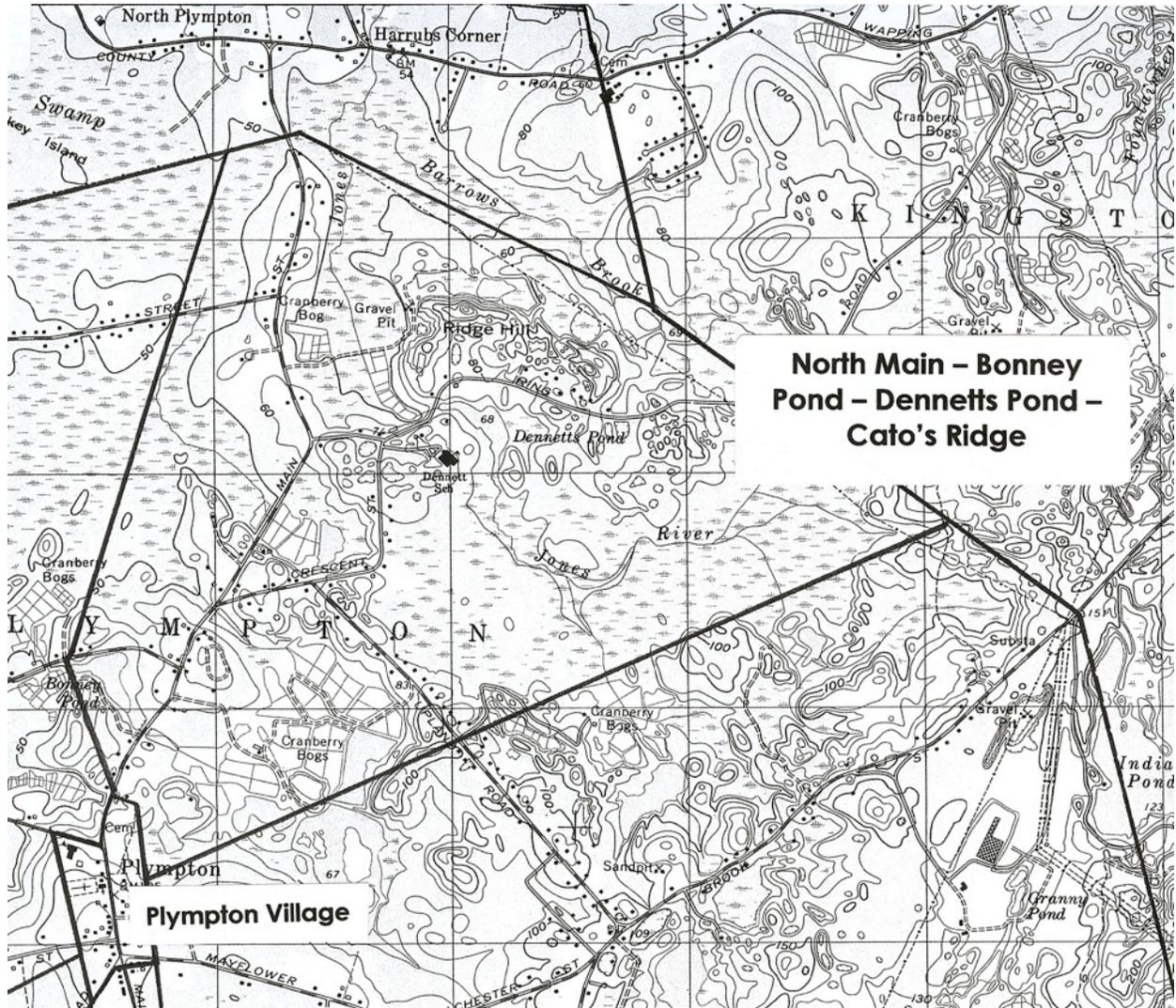
MAP	BLK	PCL	ST #	STREET NAME	MHC #
2	1	13	5	COUNTY RD	PLM.46
4	2	8	65	COUNTY RD	PLM.47
4	1	18	72	COUNTY RD	
4	3	9	92	COUNTY RD	PLM.48
4	3	8	108	COUNTY RD	
4	2	14	111	COUNTY RD *	PLM.3
4	3	23	114	COUNTY RD *	PLM.2
4	4	5	115	COUNTY RD *	PLM.5
4	4	6	121	COUNTY RD *	PLM.6
4	3	22	122	COUNTY RD *	PLM.1
5	1	1	125	COUNTY RD *	PLM.7
5	1	4	133	COUNTY RD	
5	1	9	153	COUNTY RD	PLM.76
5	1	11	0	COUNTY RD (cemetery)	

4	4	4	147	LAKE ST *	PLM.4
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* A new MHC area form is suggested for the Harrub's Corner Local Historic District (MHC Area A), as the existing area form does not provide information on the area's development or significance. The historic district encompasses seven (7) properties, extending from 111 to 125 (inclusive) County Road, and including a contiguous property to the north at 147 Lake Street.

NORTH MAIN – BONNEY POND – DENNETTS POND – CATO’S RIDGE

Historic (pre-1960) roads:
Center St (east end), Crescent St, Main St (to 228),
Maple St (east end), Ring Rd, Upland Road (north end)



Historical overview:

This survey target area encompasses the east side of Plympton, between Plympton Village (the town center) and North Plympton, and from the Main Street vicinity east to the town line with Kingston. The target area ranges over a variety of landscapes. Cato's Ridge, north of Ring Road near the town line, is a series of relatively high hills. Water sites on lower-lying terrain include Jones River Brook and Dennetts Pond east of Main Street, and Colchester Brook and Bonney Pond west of Main Street. Cranberry bogs are scattered through the target area.

Main Street was a probable north-south native trail during the Contact period (1500-1620), with Ring Road as a likely east-west connection to Plymouth Bay and Crescent Street as an upland route overlooking Jones River Brook. Main Street was improved as part of a regional highway during the First Settlement period (1620-1675), though virtually no European (non-native) settlement occurred in Plympton prior to ca. 1680. There is no documented evidence of mill activity in the survey target area at this time, despite the presence of sufficient waterpower.

Plympton generally was an agricultural settlement with a secondary emphasis on light industry in the Colonial period (1675-1775). In this survey target area, good farmland was found on both sides of Main Street and along Colchester Brook. Eugene Wright also noted that meadows along the upper Jones River (Brook) were desirable, being among the first grants made in Plympton.

Due to the availability of waterpower, the target area was one of Plympton's Colonial-period industrial centers. An early 18th-century sawmill operated at Bonney Pond, with two probable, and later, sawmills on Barrows Brook near the town line with Kingston. An iron industry that flourished in Plympton from ca. 1740 through 1775 started with a forge and furnace off Ring Road, at what later became known as Dennetts Pond. According to Wright, the supply of bog ore in this part of Plympton was limited, and the business was discontinued after the Revolution.

During the Federal period (1775-1830), John Oliver, William Bradford, and Daniel Churchill built a sawmill ca. 1793 at the site of the Colonial-period sawmill at Colchester Brook and Bonney Pond. Also during this period, Capt. Martin Hayward acquired an 18th-century sawmill on Jones River Brook. This sawmill, located across Ring Road from the iron forge site, operated under a series of owners into the 1930s.

Expansion of business interests in the survey target area during the Early Industrial period (1830-1870) brought construction of more dwellings and the establishment of municipal buildings. In 1832, Ebenezer Lobdell's Plympton Iron Company had a nail factory on the Dennetts Pond/Jones River Brook privilege formerly occupied by the iron forge. This operation, combined with the company's rolling mill on the Winnetuxet River outside this target area (see separate overview), made Plympton Iron the largest industry in the town, employing thirty-five men, with annual production valued at \$93,000. Subsequent owners of the factory at Dennetts Pond manufactured horseshoe nails and tacks at the site until circa 1890. Box mills established in this period made use of Plympton's ample wood supply. By 1857, James S. Bonney had built a box and shingle mill on Center Street, near the old saw mill at the pond there.

Important municipal institutions were present in this survey target area during the 19th century. Most significant was the construction here of the Town House, 189 Main Street (1850). The decision to situate the building on Main Street at Center Street, rather than at Plympton Village to the south, generated "considerable dissension." Plympton Free Public Library, established in 1891, was kept at the Town House until completion of the present library building in 1903 at Plympton Village. In 1975, municipal offices were shifted from the Town House to the former Central School at Plympton Village, and the Plympton Historical Society has occupied the Town House since that time.

Also present in the target area by 1857 and remaining into the early 20th century were both a district school and the town's almshouse (poor farm). The Gate School (District No. 2) occupied a building, now demolished, at the southeast corner of Ring Road and Crescent Street, a short distance from the Dennett Elementary School, which opened in 1973. The almshouse was located on the west side of Crescent Street by 1857, apparently in the expanded cape at 65 Crescent Street. By 1903, the almshouse had relocated to the southwest corner of Main Street and Maple Street, possibly at the cape at 80 Main Street. Further research is needed to confirm.

In 1894, Bartholomew Churchill and G. Warren Shaw built a cranberry bog of just over two acres on the east side of Upland Road, near the Jones River Brook. The following year, Levi Gordon built a small bog of about an acre adjoining the Churchill and Shaw bog. These two cranberry bogs were among the earliest built in Plympton, and were expanded through the Late Industrial period.

Plympton's first steam-powered saw mill operated in this area from 1893 into the 1920s. William Perkins, Sr. made boxes and shooks from the mill, which was located on his farm at the east corner of the Crescent Street intersection with Upland Road. The mill, employing thirty people, was rebuilt quickly in 1904 after a lightning strike burned the original building. Finished boxes were sent to Whitman, Brockton, Kingston, Plymouth, and Taunton. Carloads of shooks (sets of pieces for assembling boxes, barrels, etc.) were shipped by rail to Fall River, New Bedford, and Providence. Expanding cranberry production increased the demand for wood boxes and barrels. Eugene Wright described the Perkins box mill as "about the busiest spot in Plympton" for about thirty years. After being idle for some years, the mill was dismantled in 1939.

Perkins and his son-in-law, G. Warren Shaw, also manufactured paper boxes out of the former Bonney box mill, located in the barn at James Bonney's farm on the west side of Main Street, south of Bonney Pond. Boxes were produced for hats, shoes, candy, dog collars, and razors. The company also manufactured tack boxes for companies in Plymouth, Whitman, Kingston, Taunton, and Fairhaven. The paper box business closed ca. 1918. About 1930, the barn was dismantled, and the lumber reportedly used in the construction of a new residence on the same site, built for Henry Shaw. In addition to the wood and paper box industries that closed during the Early Modern period (1915-1940), the tack factory at Dennetts Pond -- unused since the 1890s -- was demolished.

The 1997 survey by historic preservation graduate students at Boston University recorded buildings in Plympton believed to display timber-frame construction characteristic of architecture from the First Period of European settlement in Massachusetts. Two properties in this survey target area were examined. The Samuel Bradford House, 39 Ring Road (PLM.61, note inventory form says 34 Ring Road) was confirmed as a First Period house. Perkins (now Keirstead) Farm, 41 Crescent Street (PLM.63), was identified as an early 19th-century house. The buildings and landscape of the farm, which the same family has operated since the early 1940s, contribute greatly to the historic character of Crescent Street. The surveyors recommended both properties for listing in the National Register of Historic Places.

North Main – Bonney Pond – Dennetts Pond – Cato’s Ridge survey target area
 Properties recommended for survey update

MAP	BLK	PCL	ST #	STREET NAME	MHC #
12	2	16		10CENTER ST *	

12	4	7		8CRESCENT ST	PLM.64
12	3	3		13CRESCENT ST	
12	3	4		15CRESCENT ST	
12	3	5		19CRESCENT ST	
12	3	6		21CRESCENT ST	
12	3	8		41CRESCENT ST	PLM.63
8	1	20		54CRESCENT ST	
7	4	2		65CRESCENT ST	PLM.62

4	3	16		41MAIN ST	
4	1	13		42MAIN ST	
4	3	18		49MAIN ST	
4	1	1		58MAIN ST	
7	3	7		61MAIN ST	
7	3	1		67MAIN ST	PLM.8
7	2	17		72MAIN ST	
7	1	7		80MAIN ST	
7	3	2		103MAIN ST	
7	1	32		104MAIN ST	
12	2	20		162MAIN ST	
12	3	2		163MAIN ST *	
12	2	19		166MAIN ST *	PLM.11
12	2	18		178MAIN ST *	PLM.12
12	4	20		179MAIN ST *	PLM.13
12	2	17		188MAIN ST *	PLM.14
12	4	25		189MAIN ST *	
12	1	17		192MAIN ST *	PLM.15
12	1	16		198MAIN ST *	
12	4	14		203MAIN ST *	PLM.16
12	1	9		220MAIN ST	
12	4	16		221MAIN ST	
12	1	7		228MAIN ST	

7	2	16		4MAPLE ST	
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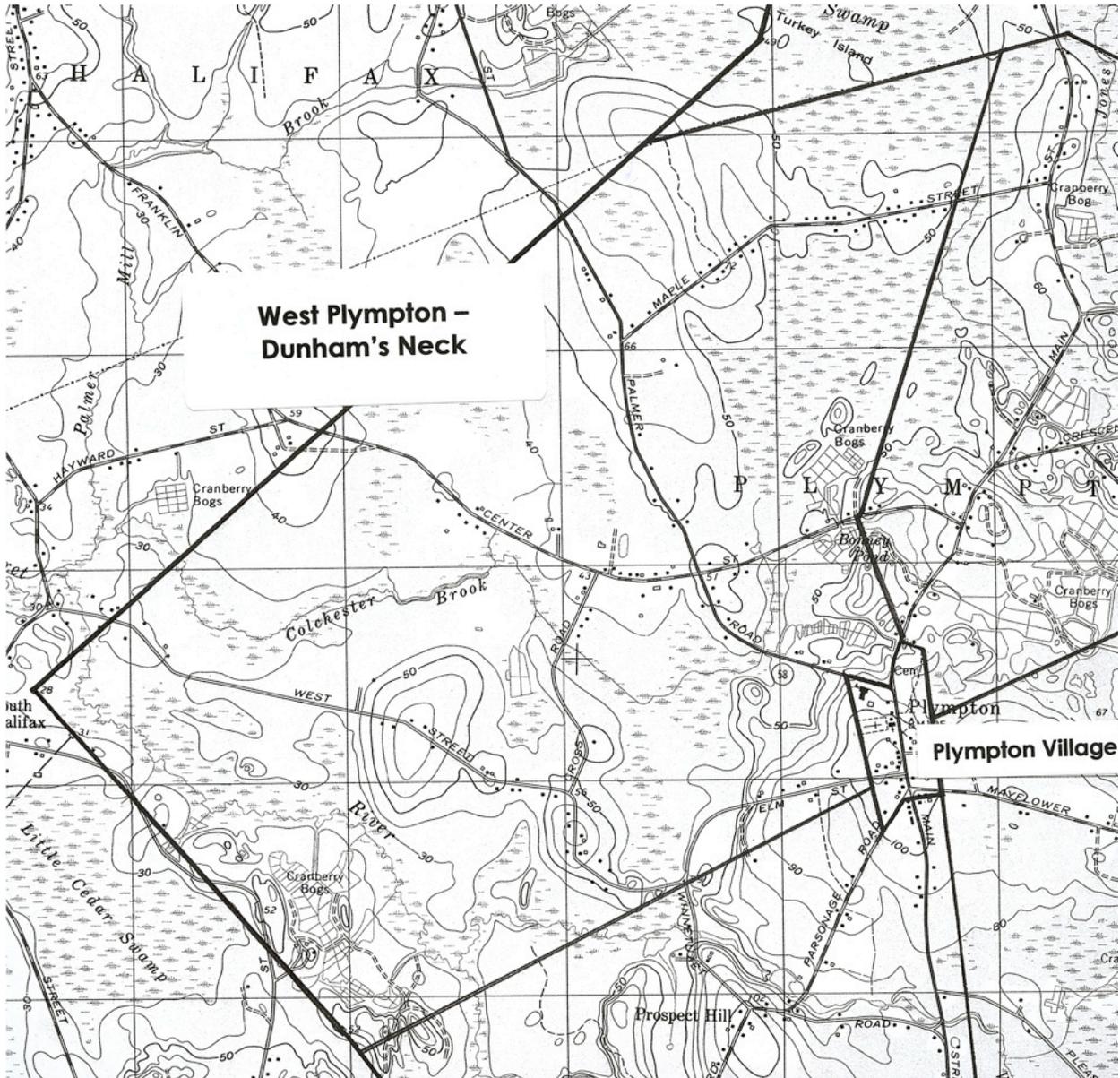
MAP	BLK	PCL	ST #	STREET NAME	MHC #
7	4	8		2RING RD	PLM.60
7	3	3		13RING RD	PLM.52
7	3	4		17RING RD	
8	2	27		39RING RD	PLM.61
8	2	1		45RING RD	PLM.65

* An MHC area form is suggested for the Town House vicinity on Main Street, extending roughly from 163 to 203 (inclusive) Main Street, and including a contiguous property at 10 Center Street. The area form boundary would encompass approximately fifteen (15) properties, ten (10) of which are recommended for documentation. Per MHC survey guidelines, area forms must account for all properties within the area boundary, regardless of age or significance. Note that the Plympton Town House, 189 Main Street, does not appear to have been documented previously in the town's inventory.

The Plympton Historical Commission is advised to consult with MHC staff to update the inventory of archaeological sites in this survey target area.

WEST PLYMPTON – DUNHAM’S NECK

Historic (pre-1960) roads:
Cedar St, Center St (west end), Cross St, Elm St (excluding 1),
Maple St (west end), Palmer Rd (excluding 3 and 5), West St



Historical overview:

One of Plympton's more sparsely settled sections historically, this survey target area on the west side of the town encompasses large areas of cedar swamp and marsh. There is expansive meadowland along Colchester Brook, which passes roughly through the

center of the target area in the vicinity of Center Street. The lower end of Turkey Swamp extends into this target area, on the town line with Halifax. Little Cedar Swamp, in Middleborough, is adjacent to the southern edge of the target area. Eugene Wright identifies a third swamp, Colchester Swamp, in the area east of Palmer Road, between Maple Street and Center Street.

An abundance of swamp and marsh in Plympton precluded the presence of a significant native population relative to other towns. A native trail, predating European settlement during the Colonial period (1675-1775), is conjectured across Turkey Swamp and over Cross Street and the curve in West Street to the Winnetuxet River. South of the river (see separate area profile), the conjectured trail appears to have crossed another coming from the northeast through the present town center.

Subsistence farming characterized this area from the 17th century into the 20th century. In addition, the swamps supported timber production and the hunting of wild game, while Colchester Brook and the Winnetuxet River were sources for fishing. Among the early settlers was Joseph Dunham, a founding member of Plympton's First Church in 1698. Dunham's farm occupied the West Street vicinity between Colchester Brook and the Winnetuxet River, in an area known as Dunham's Neck. According to Eugene Wright, until about 1900 "the Neck" was the term used to describe a larger area in this part of town, later extending to Center Street and Palmer Road.

Palmer Road and Center Street were Colonial-period (1675-1775) routes connecting settlement at the town center to Halifax. Elm Street and West Street, also laid out in the Colonial period, were secondary routes connecting to the conjectured native trail over Cross Street. Cedar Street, which skirts Little Cedar Swamp in Middleborough, principally connected settlements in south Halifax and the eastern end of Middleborough; limited segments of the street fall within Plympton's borders.

Among this area's significant historic resources is the Deborah Sampson House, 46 Elm Street (1721, PLM.55), the birthplace of Deborah Sampson (b. 1760), who during the Revolution enlisted and served in the Continental Army as a man. In 1906, the Massachusetts chapter of the Daughters of the American Revolution placed a large granite boulder with bronze tablet at the northern end of the Town Green to commemorate Sampson's deeds and valor.

One of three burial locations for smallpox victims in the town was established in this area early in the Federal period (1775-1830). Approximately three to five persons, including Deacon Timothy Ripley (d. 1776) and victims of a subsequent local epidemic in the winter of 1777-1778, were buried off West Street. Slate headstones associated with these burials were said to have been removed ca. 1898 by Angus McDonald, then the owner of the farm on which they were located. The precise location remains to be determined.

During the Early Industrial period (1830-1870), farmers in this area also worked as shoemakers, at a time when many farms in Plympton included small shoe shops among the outbuildings. A settlement node emerged on Center Street near Cross Street, where Joseph B. Nye, described in the federal census as a trader and later a merchant, maintained a store in the 1850s and 1860s. Two successive buildings known as the Neck

School occupied sites at this intersection in the 19th century. The early Neck School occupied a corner of the Edward S. Sherman farm on Center Street northwest of Cross Street, while the later Neck School (District No. 6), present after 1879, was near the southeast corner of the intersection.

Of the nine “poultry breeders and raisers” listed in Plympton’s 1914 directory, five were located in this survey target area. Though farming continues to characterize sections of the area, subdivision of land and increasing suburbanization have yielded a number of late 20th-century dwellings interspersed among historic farmhouses. The area today supports cranberry bogs west of Cross Street and south of the Winnetuxet River (accessible from Cedar Street through Middleborough). During the Early Modern period (1915-1940), Palmer Road was improved as an automobile highway, part of State Route 58.

West Plympton – Dunham’s Neck survey target area

Properties recommended for survey

MAP	BLK	PCL	ST #	STREET NAME	MHC #
11	5	7		82CENTER ST	
11	2	8		94CENTER ST	
11	3	9		101CENTER ST	PLM.31
11	2	7		102CENTER ST	PLM.54
11	2	5		110CENTER ST	
11	2	3		130CENTER ST	PLM.42
11	2	2		158CENTER ST	

11	1	2		6CROSS ST	
16	3	10		57CROSS ST	PLM.43

17	2	7		8ELM ST	PLM.37
17	2	6		18ELM ST	PLM.71
17	1	11		27ELM ST	
17	2	4		34ELM ST	
17	2	3		38ELM ST	
17	2	2		46ELM ST	PLM.55

6	2	4		112MAPLE ST	
6	2	3		130MAPLE ST	

12	1	4		24PALMER RD	
12	1	2		32PALMER RD	
11	3	1		53PALMER RD	
11	2	10		99PALMER RD	
11	5	9		110PALMER RD	

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MAP	BLK	PCL	ST #	STREET NAME	MHC #
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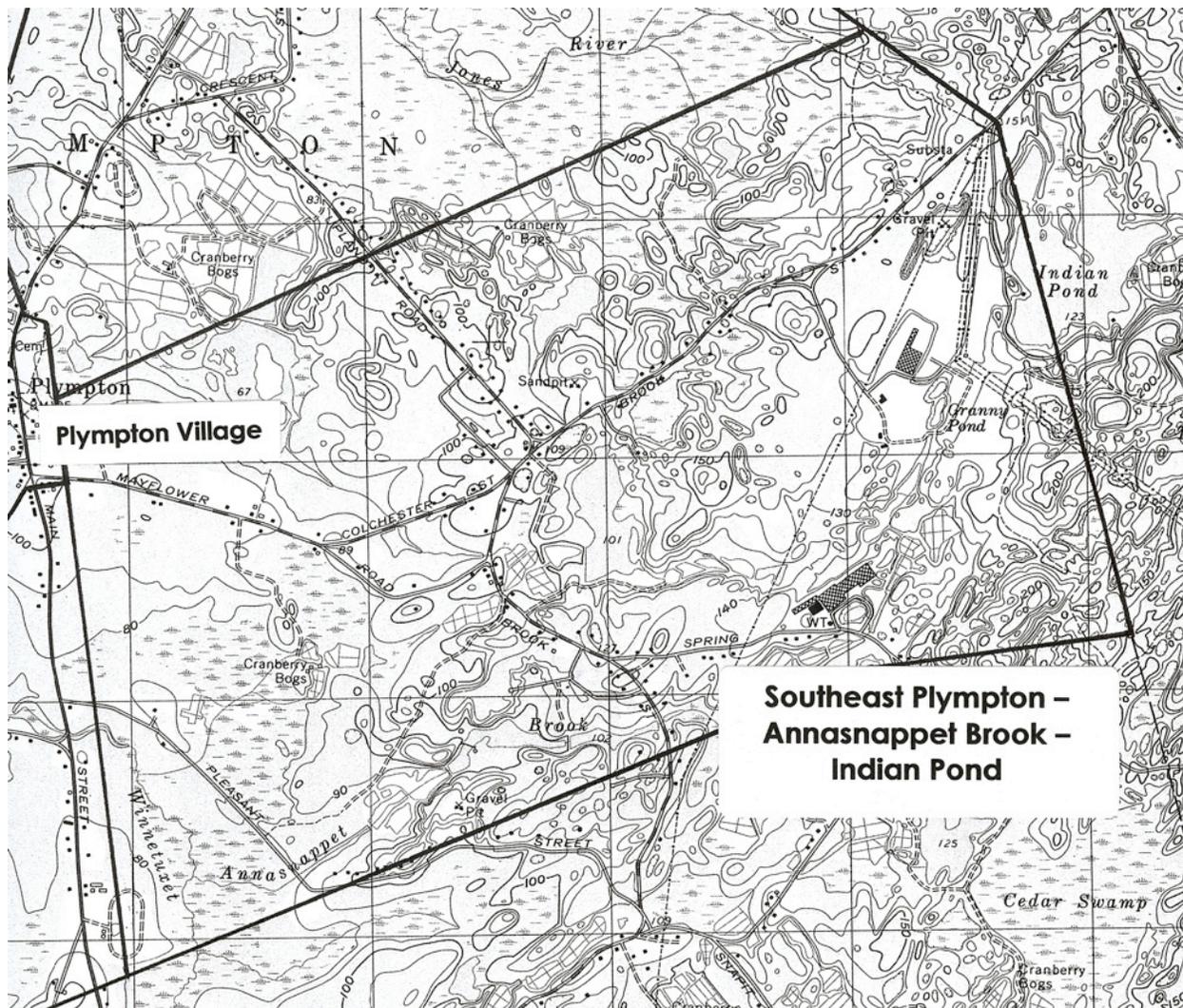
11	5	3	120PALMER RD	
6	3	9	140PALMER RD	

16	3	5	38WEST ST	
16	3	4	44WEST ST	
16	2	1	108WEST ST	PLM.38

The Plympton Historical Commission is advised to consult with MHC staff to update the inventory of archaeological sites in this survey target area.

SOUTHEAST PLYMPTON – ANNASNAPPET BROOK – INDIAN POND

Historic (pre-1960) roads:
Brook St, Colchester St, Mayflower Rd (excluding 4),
Pleasant St, Spring St, Upland Rd (south end)



Historical overview:

Encompassing the southeast end of Plympton, this survey target area extends from the town center east to the Kingston town line and south to the Carver town line. The area features a number of water resources that historically supported small industrial sites, as well as the first cranberry bog in Plympton in the late 19th century. Colchester Brook passes through the area, roughly on a southeast to northwest axis. Annasnappet Brook, which flows into the Winnetuxet River, passes through much of the area bordering

Carver. Jones River Brook begins north of Brook Street, near the Kingston border, and on the south side of the street, spanning the town line, is Indian Pond.

Mayflower Road and Brook Street constitute a probable Contact-period (1500-1620) or First Settlement-period (1620-1675) route to Indian Pond, the shores of which may have supported seasonal native settlement with extensive food resources, potential planting grounds, and relatively gentle terrain. The lowlands in the Spring Street vicinity, along Annasnappet Brook, also may have attracted native settlement.

With resources to support freshwater fishing, hunting of wild game and fowl, and subsistence farming, this survey target area has a number of Colonial-period (1675-1775) dwellings. Known during its history as Snappit [sic], a truncated name derived from the brook on the Carver line, this area had the first public road laid out in Plympton, built in 1710 as a radial road from the meetinghouse center. According to Eugene Wright, the road, once known in Plympton as the Parting Ways Road, started where Mayflower Road enters Main Street and “wound around through Snappit,” ultimately meeting the road from south Plympton (later Carver) in Plymouth. Further research is needed to determine whether this path followed the present alignment of Mayflower Road, Brook Street, and Spring Street as part of the regional route.

Pleasant Street is a Federal-period (1775-1830) route over Annasnappet Brook to Carver, which was incorporated in 1790 after nearly sixty years as Plympton’s south precinct. A road north of the brook, from Pleasant Street northeast to Brook Street, appears on 19th-century atlases but does not appear to survive as a public way. A sawmill occupied a site on the brook, west of Brook Street, from an early but unconfirmed date into the 20th century. The associated millpond survives.

During the Early Industrial period (1830-1870), Zenas Washburn, Sr. maintained his farm on the north side of Mayflower Road. Prior to 1850, Washburn dammed the Colchester Brook, and constructed a small mill for manufacturing woodenware. He produced rolling pins, mortars and pestles, and other small items. A neighborhood focus emerged on Brook Street east of the brook, after the town laid out Upland Road, connecting this area with Crescent Street to the north (see separate area profile). A public school, described by Eugene Wright as the Tattle Street School (District No. 3), occupied the west corner of the new intersection from at least 1857 through the 1870s. The school building was removed prior to 1903.

Farming continued to be the primary focus of the residents in this target area through much of the 19th century. Some farmers supplemented their income with shoe-making, and a shoe shop was a typical outbuilding on farms of this era. The 1857 atlas identifies shoe shops at two farms, the Zenas Washburn, Sr. farm on Mayflower Road, and the farm of S. Clark on the eastern end of Brook Street.

This survey target area features a round house, a unique dwelling in Plympton and a highly unusual house form in the Commonwealth generally. The Zenas Milton Washburn House, 82 Mayflower Road (ca. 1859, PLM.25), was built during a period when octagon houses were popular; houses with circular footprints were a related, though less common, development. Fewer than ten round houses in Massachusetts have been identified in the MHC’s MACRIS database. The younger Washburn was a Spiritualist

whose decision to build a house in the round has been attributed to his beliefs; further research is needed. The present wood-frame house reportedly is the second round house on the site. The first, built of fieldstone and lime mortar, collapsed during a heavy rain on the same evening the elder Zenas Washburn died in 1856.

About 1890, brothers George W. Randall and Gilbert H. Randall, described by Eugene Wright as Plympton's pioneer cranberry growers, built the first cranberry bog in Plympton in this target area. Their first bog, known as Screen House bog, occupied a site south of Colchester Brook, on the east side of Brook Street opposite the east end of Mayflower Road. The Randalls expanded their acreage under cultivation with Brown Swamp bog and Round bog; all three bogs are still in production. From 1890 to 1910, the Randall brothers employed between 100 and 200 persons during the harvest season to dry-pick berries by hand. Pickers came from Plympton, Carver, and Halifax, as well as more distant locations like Fall River, New Bedford, and Cottage City (Oak Bluffs). The opening of Plympton's grammar school was delayed to allow older children a chance to earn money picking cranberries. From November to March each year, the Randalls also employed a crew of four to six women who worked as screeners, screening and grading the berries before sale.

The 1902 Plympton directory lists the Randall brothers as cranberry growers and trout breeders. Their New England Trout Farm maintained trout pools on Brook Street near the Kingston town line. According to advertisements that appeared in period recreation and trade publications such as *Forest & Stream*, the farm offered brook trout, in the form of eggs, fry, yearlings, and two-year-olds, for stocking brooks and lakes. Further research is needed on the scope and duration of this business.

In addition to the pursuits of the Randall brothers, other Late Industrial-period (1870-1915) businesses in this target area include Ebenezer Lobdell and Harvey Fuller's operation of a factory producing tacks and small nails, which apparently preceded the trout pools on the Brook Street site. William Perkins was the last individual to use the Snappit sawmill, where he sawed boxboards; the mill was removed at an undetermined date. Later, Herbert Whiting used the water source there to flood his cranberry bogs at what was known as Whiting Field, between Brook Street and Pleasant Street. Whiting, with Burt Corey, had purchased the Randall bogs in 1910. The Corey Whiting Cranberry Company owned the bogs in this section of Plympton until 1941, after which the Whiting family continued the farming operation.

Most roads in this target area were in place by the mid-19th century. Colchester Street was laid out over Colchester Brook in the 1880s or 1890s, providing a more direct route from the town center to Upland Street and the eastern end of Brook Street via Mayflower Road. Nearby Main Street was improved as an automobile highway during the Early Modern period (1915-1940), becoming part of State Route 58.

The 1997 survey by historic preservation graduate students at Boston University recorded buildings in Plympton believed to display timber-frame construction characteristic of architecture from the First Period of European settlement in Massachusetts. In this survey target area, the Timkham House, 6 Brook Street (PLM.29) was examined and found to be a dwelling dating to the second half of the 18th century rather than the First Period.

The surveyors recommended the property for listing in the National Register of Historic Places, though further research is needed.

Southeast Plympton – Annasnappet Brook – Indian Pond survey target area

Properties recommended for survey

MAP	BLK	PCL	ST #	STREET NAME	MHC #
22	3	14		6BROOK ST	PLM.29
18	6	17		64BROOK ST	
18	2	8		83BROOK ST	PLM.27
18	6	16		90BROOK ST	PLM.28
18	5	12		127BROOK ST	PLM.30
13	2	57		169BROOK ST	PLM.67
13	2	28		177BROOK ST	PLM.68

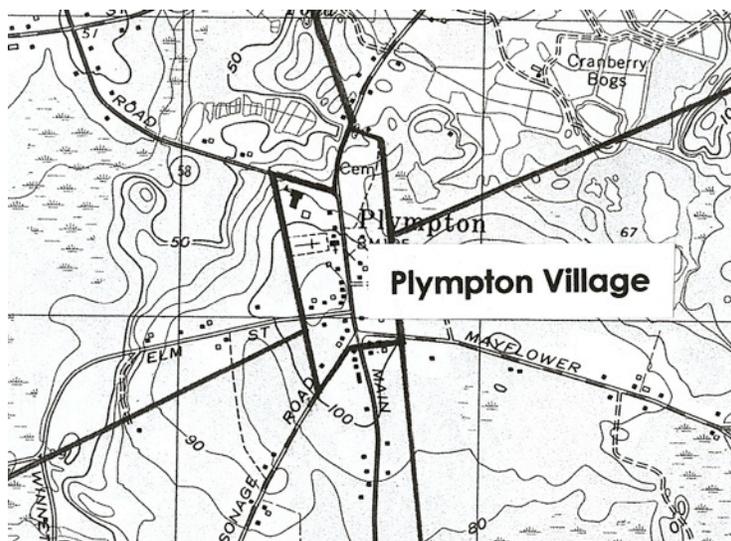
17	6	6		17MAYFLOWER RD	PLM.73
17	6	9		53MAYFLOWER RD	PLM.53
17	6	10		59MAYFLOWER RD	
17	5	1		64MAYFLOWER RD	
18	1	9		82MAYFLOWER RD	PLM.25
18	2	6		93MAYFLOWER RD	
18	1	2		132MAYFLOWER RD	PLM.26

21	4	1		23PLEASANT ST	PLM.40
21	5	9		32PLEASANT ST	PLM.36

The Plympton Historical Commission is advised to consult with MHC staff to update the inventory of archaeological sites in this survey target area.

PLYMPTON VILLAGE – PLYMPTON GREEN

Historic (pre-1960) roads:
Main St vicinity (see property list below)



Historical overview (from National Register of Historic Places district nomination):

Plympton Village includes the residential, commercial, civic, and commemorative properties and monuments lining the east and west sides of Plympton Green on Main Street at the town center. The area has served as a focal point for the town since its earliest days of European settlement. Plympton Green is a linear strip of common land established in 1702, five years before Plympton's incorporation as a town. The green served first as a burying place and military training ground, and the location of the first meetinghouse (ca. 1695-1698). By the 20th century, the green had become a commemorative space, holding the Civil War monument, Veterans' Memorial, bandstand, and at the northernmost end, the fourteen-acre Hillcrest Cemetery. Throughout the 18th, 19th, and 20th centuries, religious, civic, commercial, and residential properties were constructed around the green, including the First Congregational Church and Cemetery (1830), the First Congregational Church Parsonage (1853-1854), Plympton Public Library (1903), Central School (1935), and the Firehouse (1975).

The area contains intact buildings and landscapes from the 18th, 19th, and 20th centuries and exhibits an array of architectural and landscape architectural styles, as well as many fine examples of funerary art. While the Greek Revival style predominates (reflecting the period of greatest prosperity), the area also contains buildings reflecting the Georgian, Federal, Second Empire, Queen Anne, and Colonial Revival styles. The long linear form of the tree-lined Plympton Green typifies the design of commons in many New England towns. Monuments and carvings of both the Hillcrest and First Congregational Church cemeteries display the materials of the local environment as well as the work of notable local stone carvers.

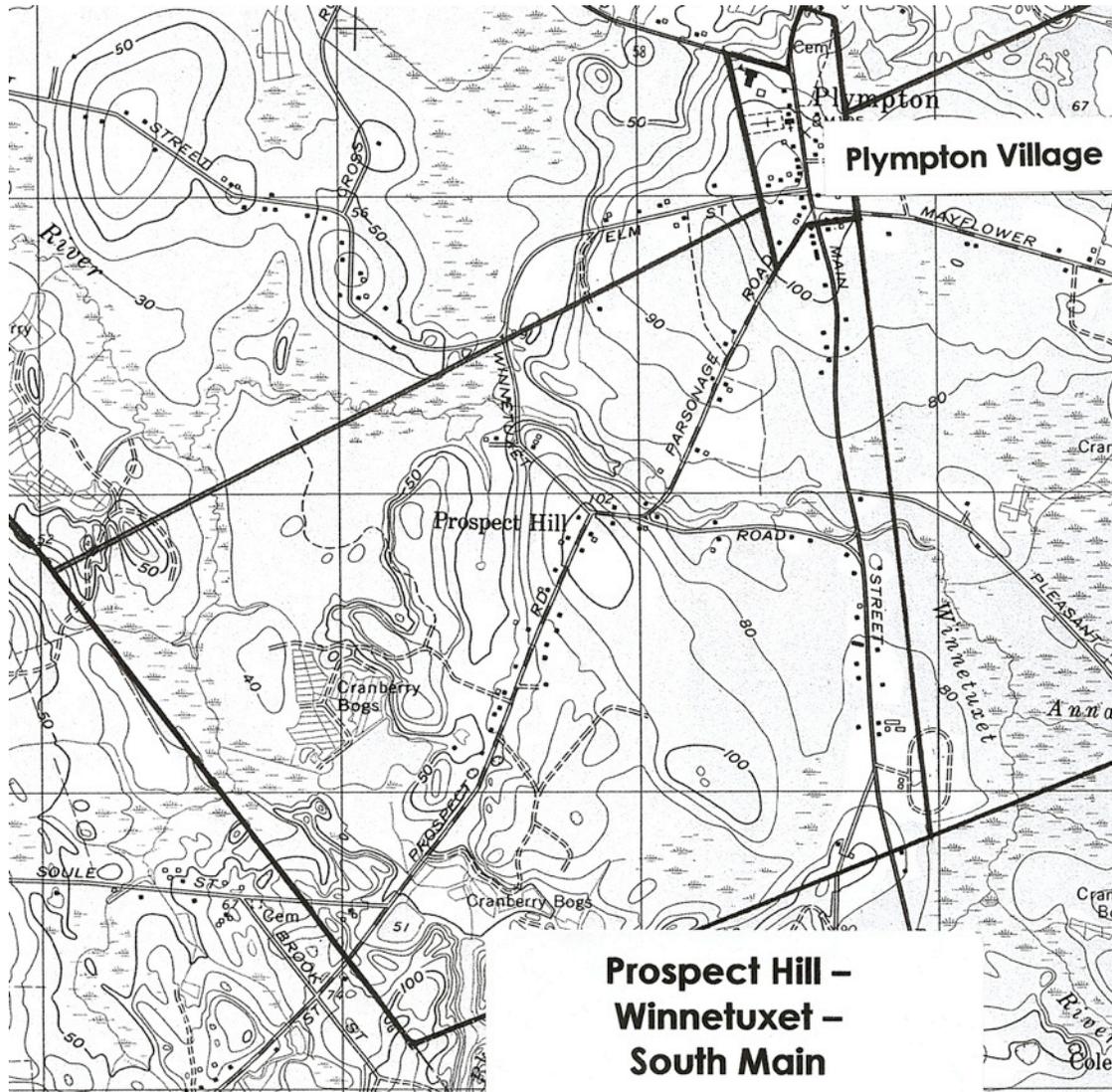
In 2007, the Plympton Village Historic District area was listed in the National Register of Historic Places, encompassing properties at the following addresses:

Elm St	1
Main St	248 to 277 (inclusive) Hillcrest Cemetery Plympton Green
Mayflower Rd	4
Palmer Rd	3 (Fire House) and 5 (Central School-Town House)
Parsonage Rd	2

Properties in this area are not recommended for inventory at this time. Historic properties are not normally inventoried following National Register listing; the National Register nomination and supporting documents serve as the baseline documentation for listed properties.

PROSPECT HILL – WINNETUXET – SOUTH MAIN

Historic (pre-1960) roads:
Main St (from 286 to end), Montello St,
Parsonage Rd (excluding 2), Prospect Rd, Soule St,
Winnetuxet Rd (including 3 Pope's Farm)



Historical overview:

This survey target area, encompassing Prospect Hill and former industrial locations on the Winnetuxet River, extends from the town center south to the Carver town line and southwest to the Middleborough town line. Winnetuxet Road is the principal east-west route through the target area, connecting historic industrial activity at four separate water privileges on the north side of the road between Main Street and the present Popes Farm vicinity. Parsonage Road and Prospect Road form a radial route leading

southwest from the town center to the Winnetuxet, then over Prospect Hill to Middleborough. Hilly upland characterizes much of the target area south of the Winnetuxet, while cranberry bogs and marsh occupy the south and west edges at the town line. Another water privilege existed opposite the east end of Soule Street, on a tributary of the Winnetuxet, one mile southwest of the industries on Winnetuxet Road.

A native trail, predating European settlement during the Colonial period (1675-1775), is conjectured from the Turkey Swamp area of Plympton, passing over Cross Street and the curve in West Street (see separate area profile), to a ford at the Winnetuxet River. This ford is believed to have been west of the present intersection of Parsonage Road and Winnetuxet Road. The conjectured trail appears to have crossed, south of the river, another coming from the northeast through the present town center, with both trails continuing to the south.

For about 250 years, industrial activity in this target area was very important to Plympton's economy. The segment of the Winnetuxet River passing through this target area powered five gristmills, two iron forges, a fulling mill, two sawmills, a shovel works, a large cotton factory, two thread factories, and a button factory by the late 1920s. All of these industries were located on the north side of Winnetuxet Road, between Main Street on the east and the curve that takes Winnetuxet Road over the river on the west.

Adam Wright settled in this area of the Winnetuxet in 1680, building the first mill in Plympton, a gristmill immediately east of the later Parsonage Road. He built a second gristmill to the east toward Main Street. Noah Weston built a third gristmill at the same dam, later adding a fulling mill. According to Eugene Wright, the first sawmill built in Plympton also was located on the Winnetuxet, at the curve where Winnetuxet Road goes over the river.

An iron forge associated with the Thomas family was present from an early date. The forge operated directly across the Winnetuxet from Wright's second gristmill. Eugene Wright notes that Joseph Scott and a Mr. Beacham of Boston owned the forge at the time of the Revolution. The town took possession of the forge during the war to cast cannon balls. The digging of bog iron ore, gathering and carting of clam shells from the sea shore, and manufacturing of charcoal provided employment to Plympton's early settlers, as these were the materials necessary in the smelting process.

By the middle of the Federal period (1775-1830), industrial activity in the developing village at Winnetuxet dominated the town's economy. Water privileges on the river in this survey target area supported four industries. In 1786, Jonathan Parker established a forge, blacksmith shop, and shovel works, which was expanded by his son, Oliver Parker, after 1803. The shovel works produced 12,000 shovels annually by 1822, from its location west of the present Parsonage Road. Another son, John Avery Parker, established Plympton Cotton Factory Company in 1812 on the site of the Thomas iron forge, east of Parsonage Road. A cotton factory remained in operation on the Winnetuxet, under various owners, until 1906. In 1814, eight men, among them members of the Sampson and Ripley families, incorporated the Plympton Wool Manufacturing Company at the privilege formerly occupied by the town's first sawmill. By the end of the Federal period, the wool company produced satinets or woolen cloth valued at \$35,000, employing as many as nineteen persons by the 1830s. The fourth industry on the Winnetuxet started in

the early 1820s with construction of a large nail rolling mill for the Plympton Iron Company, managed by Ebenezer Lobdell with backing from individuals in Boston. A decade later, the industry was the largest in Plympton.

The Early Industrial period (1830-1870) brought significant changes to the industrial landscape in this survey target area. By the end of the period, the cotton mill had become the town's largest manufacturer. The original cotton business closed in the financial Panic of 1857, and the Plympton Cotton Mill was re-opened in 1859 under new owners, the Boston-based Jenkins Manufacturing Company. A sawmill (box factory) and two gristmills were present on the Winnetuxet as well. The woolen mill closed after a fire in 1845, and Plympton Iron's rolling mill business also folded by mid-century. The O [liver] & I[ra] Parker shovel works prospered through the 1850s under a third generation of Parkers, expanding its factory complex on the northwest side of the millpond immediately west of Parsonage Road to include property formerly associated with Plympton Iron. The shovel works had acquired a national reputation and was producing 72,000 shovels annually, valued at \$30,000. After financial collapse in 1860, the shovel works business was reorganized three years later, but closed permanently in 1869 when fire destroyed the major buildings.

Construction of another box mill in 1849 extended the industrial axis through the survey target area from the Winnetuxet down Prospect Road. The mill occupied a water privilege on a branch of the Winnetuxet opposite Soule Street, near the Middleborough town line. Known as California Mills due to the California gold rush that was underway the year of its construction, Oliver Parker and Peter Washburn's mill burned in 1872 during its ownership by the Ellis family.

Most historic roads through the survey target area were in place by the mid-19th century. Historic atlases also show a now-abandoned road extending roughly from the farm at 27 Elm Street (see separate area profile), passing southeast to meet Parsonage Road at a point south of the dwelling at 36 Parsonage Road. Further research is needed on this road, which was shown on the 1903 atlas, but portrayed as a path by the time topographical maps of Plympton were revised in 1949. The Factory School (District No. 5) occupied the south side of Winnetuxet Road, east of Prospect Hill, in 1857, remaining in this general location through the early 20th century. Aside from those engaged in the local industries, residents of this target area were farmers or made shoes and boots.

In the Late Industrial period (1870-1915), the Jenkins Manufacturing Company, Boston-based operators of the cotton mill, produced shoelaces here for shoe factories in Whitman and Brockton. The 1903 atlas indicates the Jenkins firm also manufactured buttons. Later, Bullock Thread and Twine Company bought the property, the first in a series of thread manufacturers through the mid-1920s. Operated since ca. 1860 by steam power, the factory was converted about fifty years later to electric power, using the Winnetuxet to generate electricity for the first time in March 1913.

Local business interests in this survey target area included those of the Blanchard family. In the last quarter of the 19th century, Walter F. Blanchard acquired property on the Winnetuxet previously occupied by the woolen mill and originally occupied by Plympton's first sawmill. Blanchard established another sawmill, sawing boxboards and

long lumber. His mill building (no longer extant) was moved here from a site near the cotton factory, where it had served as both a factory and a dance hall (in the upper story). Thomas W. Blanchard was a grocer and a grain and wood dealer who operated a store at the east corner of Parsonage and Winnetuxet Road, now the dwelling at 46 Winnetuxet Road (PLM.39). Plympton's 1914 directory notes other Blanchards residing in this target area were employed as a fruit grower, a market gardener, a milk dealer, and a poultry breeder, reflecting typical agriculture-related occupations of the early 20th century.

Five of the eight wood dealers listed in the 1914 directory were based in this target area. In addition to Blanchard mill, another sizable operation was the former California Mills opposite Soule Street, which had been rebuilt after a fire in 1872. Ownership passed through members of the Washburn and Ellis families until 1892, when Edwin C. Soule joined Foster Washburn under the firm name of Washburn & Soule. The mill was struck by lightning and burned in 1941. Also operating in the area was George W. Thomas, from his property at 20 Montello Street, where he also grew cranberries and engaged in teaming (hauling).

During the Early Modern period (1915-1940), Main Street was improved in its present layout as part of the automobile highway now known as State Route 58. The section of Main Street from Montello Street to the town line with Carver was not laid out until the 1880s or 1890s. Before then, the road to Carver followed Montello Street. Roy Keith was among the last mill-owners to start a business in this survey target area. He acquired the Winnetuxet water privilege of the former Blanchard sawmill and in 1917 built Plympton Mills, where he manufactured thread for sewing shoes. The business collapsed in the late 1920s and the mill buildings burned in 1927. The cotton factory had closed in the mid-1920s, but the idle industrial building survived until ca. 1940. Lightning struck the Washburn & Soule sawmill in 1941, burning the building and effectively ending the long history of industry in this section of Plympton. Cranberry bogs continue to dot the landscape, and working farms still operate on Prospect Road.

Prospect Hill – Winnetuxet – South Main survey target area

Properties recommended for survey

MAP	BLK	PCL	ST #	STREET NAME	MHC #
17	4	2	306	MAIN ST	PLM.66
21	5	14	373	MAIN ST	
21	1	4	376	MAIN ST	
21	5	16	389	MAIN ST	
24	1	6	20	MONTELLO ST	
17	1	2	32	PARSONAGE RD	PLM.51
17	1	1	36	PARSONAGE RD	

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MAP	BLK	PCL	ST #	STREET NAME	MHC #
21	3	1	43	PARSONAGE RD	PLM.32
21	2	3	44	PARSONAGE RD	PLM.58
21	3	10	59	PARSONAGE RD	PLM.56
21	2	2	60	PARSONAGE RD	PLM.57
21	2	4	76	PARSONAGE RD	PLM.34

20	1	22	3	POPE'S FARM	
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20	1	16	2	PROSPECT RD	
20	3	18	5	PROSPECT RD	
20	1	14	8	PROSPECT RD	
20	3	2	9	PROSPECT RD	
20	1	11	20	PROSPECT RD	PLM.35
20	1	9	30	PROSPECT RD	PLM.33
20	1	3	44	PROSPECT RD	
23	2	4	54	PROSPECT RD	

21	1	15	31	WINNETUXET RD	
21	3	6	32	WINNETUXET RD	
21	3	4	46	WINNETUXET RD	PLM.39
21	1	11	47	WINNETUXET RD	
21	2	1	54	WINNETUXET RD	
20	2	3	78	WINNETUXET RD	

The Plympton Historical Commission is advised to consult with MHC staff to update the inventory of archaeological sites in this survey target area.

SURVEY CONSIDERATIONS

Landscapes, Archaeological Sites, and Cemeteries

Plympton has a number of landscapes that contribute to the town's historic character. They include a diverse group of resources, among them wooded swamp, cranberry bogs, natural and man-made ponds, and scenic vistas. In addition, most of Plympton's identified cultural landscapes are of documented or potential archaeological significance, for their associations with native (pre-European) settlement or local industry. Also of interest historically is the town's inactive swimming area on a former millpond north of Winnetuxet Road (adjacent to a cotton mill site), and remnants, if any, of late 19th-century "amusement grove" and picnic ground development at Silver Lake.

The MHC has inventory forms recording approximately eighteen historic archaeological sites in Plympton.¹ The town's *Draft Open Space Plan* [2009, Historic Resources section, pp. III-5 to III-12] identifies 31 historic landscapes and/or potential archaeological sites that merit documentation; approximately 24 of these are not associated with extant buildings. Several are also listed as landscapes or sites of note in the *Plympton Community Preservation Plan* [2010, pp. 3, 5-6].

Given the potential for archaeological significance in most of Plympton's identified cultural landscapes, the Plympton Historical Commission is advised to coordinate with MHC staff on a communitywide archaeological reconnaissance survey. Such a survey could produce archaeological sensitivity maps for town planning purposes, as well as assess the degree to which existing inventory forms for archaeological sites meet current state and local planning needs. Archaeological reconnaissance surveys in Massachusetts are normally conducted separately from communitywide surveys of "aboveground" historic resources.

Some significant historic landscapes can be paired with specific addresses and parcels of historic buildings recommended for survey. Those landscapes could be recorded on MHC inventory forms when the buildings are documented.

Of the town's cemeteries, Hillcrest Cemetery (PLM.801) and the First Congregational Church Cemetery (PLM.800) were recorded in 2007, along with the Town Green (PLM.901), as part of the documentation for the Plympton Village National Register Historic District. Updated inventory forms for resources in the National Register district are not recommended at this time, though the Plympton Historical Commission may choose to have inventory forms prepared if needed to apply for rehabilitation or restoration grants. One family cemetery, located on County Road at the Kingston town line, has not been documented previously and is included in the survey recommendations. At least three or four burial locations for smallpox victims in the late 18th century are known, though precise locations have yet to be determined. In the absence of grave makers,

¹ Inventory forms for these and any documented prehistoric archaeological sites in the town are not available for viewing online through MHC's web site. Contact MHC staff archaeologists for further information.

the smallpox burial locations would likely be documented in the future as historic archaeological sites.

Survey Access to Private Property

Most historic resources to be documented in Plympton are visible from the public way. For survey observations made or photographs taken from the public way, permission of property owners is not required. Some properties have resources that appear to contribute to the historic character of Plympton, but cannot be documented adequately or understood fully when the surveyor is confined to the public way. Owner permission is required for a surveyor to access private property, including a private way.

In some towns, access to such properties is arranged through the personal contacts of members of the local historical commission. When contact has not been made by telephone, the commission mails a postage-paid postcard to the appropriate property owner(s), with the request that the card be signed and returned if permission is granted to access the property (exterior only) for note-taking and photography.

The reconnaissance survey has identified the following properties that would appear to require owner permission for access. Other properties may be added to this list when intensive-level survey is undertaken.

130 Center St
County Road (family cemetery)
41 Crescent St
162 Main St
17 Mayflower Rd
3 Pope's Farm

Survey Mapping

The Plympton Historical Commission is advised to consult with MHC staff about survey mapping that will meet MHC survey standards for large-scale hard copies, in addition to small-scale maps on the inventory forms that will eventually be viewed online through the MHC web site.

Plympton does not have a large-scale, townwide planning map showing streets, lot lines, building footprints, and street address numbers on a single sheet, which would meet MHC standards for the base map required in a comprehensive survey. The town assessor's maps, consisting of 24 sheets prepared by Polaris Consultants LLC, include the lot lines with parcel numbers, but not building footprints or street addresses. MHC may accept these maps in lieu of a single-sheet large-scale map; approval would be needed. In 2008, Old Colony Planning Council (OCPC) prepared a map for the town with lot lines imposed over aerial views, though the color imaging and the prevalence of tree cover makes this map difficult to annotate with MHC inventory numbers for survey purposes. OCPC also prepared the small-scale GIS maps in the town's *Draft Open Space Plan* [2009].

One option for survey mapping, particularly for the small-scale maps to be inserted in the inventory forms, may be the topographic maps produced by the U. S. Geological Survey in 1977 and 1978. Most of the town is shown on the Plympton 7.5-minute quadrangle, with the exception of a portion of the Silver Lake area at the northern end of town, which is on the Hanover 7.5-minute quadrangle. About 20 to 30 new roads, many of them single-road cul-de-sacs and some originating outside Plympton's boundaries, have been constructed in the town since the late 1970s.² The historic road network is relatively intact in the town's areas of concentrated historic development.

The OCPC currently has the parcel layer for producing a base map for the Plympton survey, but information on building footprints would have to be drawn from ortho maps. After consultation with MHC staff on mapping options, the Plympton Historical Commission can coordinate a mapping request to OCPC through the Plympton assessor's office.

Building Construction Dates in Town Records

The town assessor's office has provided the Plympton Historical Commission with a spreadsheet list of buildings in the town, incorporating street addresses, map-block-parcel numbers, estimated construction dates, and style descriptions (*i.e.*, cape, colonial, ranch, etc.). This list is very useful for confirming street numbers on properties targeted for survey, and matching buildings to specific parcels on the assessor's maps.

Plympton's building permit records do not appear to pre-date the Commonwealth's statewide comprehensive building code.³ It is likely that building construction dates for pre-1975 buildings in the assessor's records come from other sources, including earlier historic survey activity. Property-specific research to current MHC survey standards is needed to confirm estimated construction dates in the assessor's list.

² This figure is drawn from a review of the USGS maps, current road maps, and the assessor's list of buildings, provided to the Plympton Historical Commission.

³ Chapter 802 of the Acts of 1972, as amended by Chapter 541 of the Acts of 1974.

ESTIMATED SURVEY COSTS AND TIME FRAME

Cost and time estimates are provided at the request of the Plympton Historical Commission based on information available to date. The total project cost for a comprehensive survey normally is a fixed fee covering all expenses and consultant time incurred in preparing the items required by the standard MHC survey Scope of Work.

MHC staff has calculated total project cost using an average of \$200 per inventory form. This planning figure has not been adjusted in about 5 years. At least one town near Plympton is currently conducting a survey at the rate of \$300 per inventory form. The cost estimates in the following table were calculated at \$250 per inventory form.⁴

TARGET AREA	COMMENTS	NUMBER OF PROPERTIES	COST ESTIMATE
Silver Lake	Kingston inventory may be of interest for research.	13	\$3,250
North Plympton – Harrub's Corner	Most significant buildings in this target area are protected under M.G.L. c.40C local historic district design review.	15	\$3,750
North Main – Bonney Pond – Dennetts Pond – Cato's Ridge	High concentration of significant properties relative to other areas. Landscapes with high archaeological potential.	38	\$9,500
West Plympton – Dunham's Neck	Significant agricultural properties and landscapes.	27	\$6,750
Southeast Plympton – Annasnappet Brook – Indian Pond	Landscapes with high archaeological potential.	16	\$4,000
Plympton Village – Plympton Green	No survey recommended at this time due to recent National Register of Historic Places designation.	0	0
Prospect Hill – Winnetuxet – South Main	High concentration of significant properties relative to other areas. Landscapes with high archaeological potential.	27	\$6,750
TOTAL		136	\$34,000

⁴ If an area form, covering multiple properties, is prepared, the level of architectural and historical detail for the major properties in the area is comparable to the detail that would be provided if those properties were recorded separately on individual forms.

These figures are confined to the town's "aboveground" historic resources. It is recommended that the Plympton Historical Commission consult with the MHC to develop a cost estimate for conducting an archaeological reconnaissance survey.

Most comprehensive surveys in Massachusetts are funded locally, often with matching Survey & Planning grants from the MHC, through which MHC reimburses the town for 50% of the total project cost. Under current application rules (Fiscal Year 2012), grant requests for surveys should be at least \$10,000, for a minimum total project cost of \$20,000. Most communities use grants to fund a portion of the survey work needed.

A survey funded with MHC grant assistance runs on the MHC grant timetable, with survey work normally condensed into the period from early September to late June (approximately 10 months). An entirely town-funded survey of a specific target area could take 6 weeks (small areas) to 6 months (larger areas). Though historical research is somewhat streamlined when multiple target areas are surveyed in one project, there are no cost savings in terms of materials and time spent on fieldwork, photography, and writing.

Any individual properties recommended for survey, particularly if the Plympton Historical Commission considers them to be endangered, could be recorded before the rest of the properties in the corresponding survey target area. In that case, the number of properties to be documented, and the project budget, could be adjusted accordingly.

SOURCES

Massachusetts Historical Commission (MHC). Inventory of Historic Assets of the Commonwealth and Massachusetts Cultural Resource Information System (MACRIS) database.

----- . Plympton Village Historic District. National Register of Historic Places nomination. Prepared by Martha Lyon and Gregory Farmer, consultants, with Betsy Friedberg, National Register Director, MHC. December 2006.

----- . Reconnaissance Survey Report. Plympton. 1981.

Old Colony Planning Council. *Old Colony Region Priority Development and Priority Protection Areas*. September 2010.

Plympton (Town of). Community Preservation Committee. *Plympton Community Preservation Plan*. August 2010.

----- . Open Space Committee, and Old Colony Planning Council. *Plympton Open Space and Recreation Plan*. Draft. 13 May 2009.

The bibliography for the Plympton Village National Register nomination, which is appended to this report, would be the basis for future survey research.

APPENDIX

See appended bibliography from Plympton Village Historic District National Register of Historic Places nomination, prepared by Martha Lyon and Gregory Farmer, consultants (December 2006).

Complete nomination, with bibliography, is available through the MHC website, www.sec.state.ma.us/mhc.