

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

52, 53, 57	Wrentham	A	See data sheet
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Photograph



Photo 1

Town: Walpole
Place (neighborhood or village): South Walpole
Name of Area: South Walpole Area
Present Use: residential, institutional
Construction Dates or Period: late 18C-ca. 1960
Overall Condition: good
Major Intrusions and Alterations: educational wing and new parsonage for Methodist church
Acreage: approximately 35 acres
Recorded by: Kathleen Kelly Broomer
Organization: for Town of Walpole
Date (month/year): Jan. 2008; revised May 2008

Topographic or Assessor's Map

[In this space insert an excerpt from a topographic map or Assessor's map which clearly shows the limits of the Area; if space is not sufficient, use a continuation sheet. See MHC's Guidelines for Inventory Form Locational Information.]

✓ see continuation sheet

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

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WALPOLE

SOUTH WALPOLE AREA

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Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION

Describe architectural, structural and landscape features and evaluate in terms of other areas within the community.

Located in the southeast corner of Walpole near the juncture of Foxborough, Wrentham, and Norfolk, the village at South Walpole is a clustered settlement of approximately forty historic properties with a small common at the center,. South Walpole abuts commercial development in the U. S. Route 1 corridor through Foxborough, and is a local “cut-through” for drivers seeking to bypass Route 1. Connecting or defining many of the resources in the village are the Neponset River, which enters Walpole here and encompasses two ponds and associated privileges within the area boundaries; the former Norfolk and Bristol Turnpike (Washington Street), the Federal-period turnpike that established South Walpole as a half-way point between Boston and Providence; and the former Mansfield & Framingham (New York, New Haven & Hartford) railroad line, which brought passenger and freight traffic to and through the village.

Now largely residential in character, South Walpole displays a range of historic buildings constructed principally from the first quarter of the 19th century through the first quarter of the 20th century, with limited residential development and an elementary school built after 1930. The village is highly significant in Walpole for its Federal-period construction, including a concentration of the town’s best examples of the Federal style. South Walpole also includes Greek Revival and Italianate-style buildings that are noteworthy for their level of historic integrity. Most buildings in the village have stone foundations, asphalt shingle roofs, and wood siding. In addition to the small common at the village center, South Walpole encompasses one of the town’s oldest cemeteries. While some historic buildings associated with local industry remain, most manufacturing buildings in the village burned or were demolished. An in-depth study of the mill sites in the village is recommended.

Colonial-period construction is most readily discerned on the south (side) elevation of the Capt. Timothy Mann House, 40 Neponset Street (ca. 1770/1826, photo 2). The original two-story block was five bays across and two bays deep, with a center entry and two interior rear-wall chimneys. In 1826, the house was “made square” in the Federal manner with a two-story addition, two rooms across, at the northern end, encompassing the original one-story rear kitchen ell. At this time, the principal entry shifted to the new five-bay, center-entry façade on the east elevation, facing Neponset Street, and the house received a third interior chimney stack, located on the north slope of the hipped roof. The house is clad with wood shingles on the side elevations, and clapboards on the 1826 façade. The 1826 entry, showing some influence of the Greek Revival style, is remarkably well preserved, topped with a fanlight containing leaded glass and flanked by sidelights. At the southern (side) entry, the paired round-arched panels in the wood door are stylistically consistent with the 1861 remodeling of the house, which produced the two-story gabled wing with interior chimney on the west (rear) elevation. The columned entry porch may be a late 19th-century addition. Windows retain 6/6 wood sash. The property also features a wood fence and granite bollards, dating to 1872.

Other examples of Federal construction in the village include the Boyden House, 1876 Washington Street (ca. 1800); Fuller Tavern, 1885 Washington Street (1807, photo 3); and the Fuller House/Tavern Annex, 1873 Washington Street (first quarter 19th century). Each of the three buildings has clapboard siding and a five-bay façade with center entry. The two-story Boyden House, two bays deep with a hipped roof and two interior chimneys, features thin cornerboards, a plain frieze, a triglyph entablature over the center entry, and 6/6 wood sash. Fuller Tavern is the most substantial in size of the village’s Federal buildings at six bays in depth. The house is two stories with a hipped roof, and has four interior chimney stacks and a secondary entry with late 19th-century columned porch in the third bay of the west (side) elevation. In addition to thin cornerboards and frieze, and intact window surrounds, the building’s principal decorative feature is the pedimented entry surround, consisting of a round-arched fanlight with leaded glass over the entry, framed by a broken or open-base pediment on pilasters. Windows contain replacement sash. On the next property immediately northeast, the Fuller House/Tavern Annex is 2½ stories with a side-gable roof and twin interior chimneys at the roof ridge. Modest in its detailing, the house retains a broken-pediment surround at the entry that is similar to the surround seen on Fuller Tavern. Windows in the Tavern Annex contain replacement sash. Important in the village for its industrial associations is the block of attached dwellings of worker housing constructed by the Walpole Manufacturing Company at 61-67 Neponset Street (ca. 1814, photo 4). Though now vinyl sided with replacement 1/1 window sash, the building remains

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significant for its form: 2½ stories with side-gabled roof and two interior chimneys; nine bays across with entries in the second, fifth, and eighth bays; and two bays deep. Projecting gabled entry hoods likely date to the late 19th century.

South Walpole's most prominent example of the Greek Revival style is the South Walpole Methodist Episcopal Church, 1886 Washington Street (1846, now known as United Methodist Church of South Walpole, photo 1). This temple-front main block, constructed on a granite foundation, is rectangular in massing, three bays across with end-bay entries and three bays deep. The church is austere in its ornamentation. Important character-defining features include the flushboard siding on the façade, a wide plain frieze on wide corner pilasters, double-height windows containing multi-pane sash, and the square clock tower and needle spire. The clock is a community-funded addition made in 1876. A one-story gabled addition at the rear of the church was likely constructed in the third quarter of the 19th century, and has a brick foundation. An educational wing was added to the east (side) elevation of the church after 1962. The best detailed Greek Revival-style dwelling in the village is the O. Boyden House, 1 Willow Street (second quarter 19th century, photo 5). Five bays across and approximately three bays deep with a small chimney at the roof ridge, this 1½-story dwelling with garret features a steeply pitched, side-gabled roof that incorporates an integral, full-width porch on the façade. Supporting the porch are square paneled posts, similar in detailing to the pilasters at the house's corners and framing the entry. Other Greek Revival-style detailing includes the wide plain frieze, gabled returns, and center entry with full-length sidelights. A 1½-story lateral wing on the west elevation has a secondary entry and is similarly detailed. Tall pedimented dormers on the façade appear to be early 20th-century additions.

The village has two Italianate-style dwellings of note, both of which date to the third quarter of the 19th century. One of the finest examples of the style in Walpole is the J. Mann House, 1871 Washington Street (photo 6). This 2½-story, cross-gable dwelling has a two-bay façade, a bay window next to the entry, and a projecting piazza on the south elevation. Considerable ornamental detail includes wide-overhanging eaves with paired brackets, paneled corner pilasters, the entry hood on oversized scroll brackets, chamfered posts on the piazza, projecting heads on most windows, the paired round-headed panels in the entry door, and the round-headed windows at the attic level and on the first floor. Both the entry hood and the bay window on the façade have dentil cornices. Windows generally contain 2/2 wood sash. The attached gable-front carriage house is similarly detailed, and retains a square cupola at the roof ridge. By contrast, the Old Methodist Parsonage, 36 Water Street (photo 7), is more restrained in its Italianate detailing. This 2½-story, gable-front dwelling is three bays across the façade and four bays deep, with the entry in the fourth bay of the west (side) elevation, facing the approach from the common. An original full-length porch down the west elevation has been enclosed in parts, but the entry, with its full-length sidelights, remains visible. Wide overhanging eaves, a plain frieze, thin corner pilasters, beaded chamfered porch posts, the round-headed attic window, and molded window heads are character-defining features. Windows contain 6/6 wood sash. There is a two-story gabled rear ell, and a brick interior chimney on the east slope.

Only one example of the Second Empire style is present at South Walpole village. The Wright-Easton House, 2 Neponset Street (also known as 1887 Washington Street, building #1, photo 8), reportedly incorporates the Isaac Royal House (ca. 1770) at its core. The building's present appearance appears to be largely the result of a remodeling in the third quarter of the 19th century, with additional modifications in recent decades. This 2½-story, mansard-roofed dwelling is five bays by two bays on the main block, with interior end-wall chimneys; the west chimney retains brick corbelling at the cap that dates to the 19th-century renovation. There is a 2½-story mansard addition that extends the house another four bays to the rear. In addition to the mansard roof, details associated with the Second Empire style include the bracketed cornice and gabled dormers with curved bargeboards. Decorative bosses survive between the brackets. A historic view of the house, included in Cottrell's research (see bibliography), reveals that a square cupola at the center of the roof has been removed, as well as the original, full-width porches on the façade and addition; these porches featured turned balustrades and paired turned posts. Windows contain replacement 1/1 sash. By 1888, the Wright-Easton House came under the same ownership as the former Boston & Providence Coach Company stable, later a boot and shoe factory at 4 Neponset Street (first quarter 19th century, also known as 1887 Washington Street, building #2, photo 8). The stable-factory is 2½-stories with a gable roof fronting Neponset Street, three bays across the Neponset Street elevation and approximately five bays down Summer Street, and has two interior chimneys. Remodeling of the boot and shoe factory for a conversion to residential use in the last quarter of the 19th century likely led to the addition of the bracketed cornice, with brackets similar to those at the Wright-Easton House; paired windows (now containing replacement sash), and the oversized lunette window with multi-pane sash in the attic. This building has wood shingle siding on the first two floors and clapboards in the gable ends.

An architecturally distinctive building in South Walpole is the Jackson Memorial Chapel, built in the Terrace Hill Cemetery, South Street at Washington Street (1905, photo 9), and the only stone building in the village. Designed by F. Edgar Norris in the Victorian eclectic mode, the rubblestone chapel is three bays across with a center entry, two bays deep, and features a sweeping hipped roof with hipped dormers. The principal entry is placed in a projecting stone frontispiece consisting of an enclosed porch with a decorative stone arch and narrow

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hipped roof above. The inscription above the porch, in granite, reads *1905/JACKSON MEMORIAL*. Walls, buttresses, and porch are constructed of rubblestone, while buttress caps and sills and headers of windows appear to be granite.

Other buildings constructed in South Walpole in the first quarter of the 20th century display elements of the Craftsman style. The New York, New Haven & Hartford Railroad Passenger Station, 44 Summer Street (ca. 1915, photo 10), is a compact one-story frame building with a sizable hipped roof and a stove chimney on the west slope. Two bays across and two bays deep, the station has open overhanging eaves with exposed rafters. Wall cladding is principally wood shingle, with a band of clapboards on the lower walls. Windows retain double-hung wood sash. It is not clear from historic atlases whether this passenger station was moved from the station's earlier site, off Washington Street, or built new when the location of the passenger depot was shifted to the grade crossing at Summer Street. It now houses the South Walpole post office. A larger Craftsman building is the South Walpole Fire Station, 29 Summer Street (1923). This two-story brick building is two bays across and two bays deep. The hipped roof has open overhanging eaves and exposed rafters, and windows contain multi-pane wood sash. A shed-roof door hood over the side entry has curvilinear detailing on the wood brackets. Two overhead garage doors are recent replacements. While not an example of the Craftsman style, the altered New York, New Haven & Hartford Freight House, 1887 Washington Street (ca. 1915, building #3 on that property, according to assessors' records) was moved from its original trackside location, behind the passenger depot on Summer Street, and converted to residential use. The 1½-story, wood shingled building is three bays across and two bays deep. A narrow bracketed door hood survives over the end-bay entry. Window alterations include the likely addition of gabled (on the front) and shed (on the rear) dormers in the mid-20th century, and the replacement of window sash. A view of the building in Cottrell's research shows diamond-pane upper sash in the double-hung windows, since removed.

The Georgian Revival-style Boyden School, 1852 Washington Street (1930, McLaughlin & Burr, archt., photo 11) is a good example of the Colonial-inspired styling commonly employed in Depression-era schoolhouse construction. One story on a raised basement, the symmetrical main block has a side-gable roof with chimneys integrated into the design of the end walls, reminiscent of Georgian design. The center entry features a scrolled pediment and paneled pilasters framing the double door. Bands of double-hung windows flank the entry, and single windows occupy the end bays on the façade and the two bays on the south (side) elevation. Windows contain double-hung replacement sash; it is likely that windows openings originally contained double-hung, multi-pane wood sash with transoms above. At the roof ridge is the octagonal base for the original cupola. The cupola contained the historic bell from the previous (1850s) school in the village. The bell fell to the ground during a windstorm in 2006 and the cupola was removed. Boyden School was enlarged with a modern wing in 1962-1963, and further expanded and renovated in 2005.

Terrace Hill Cemetery, South Street at Washington Street (1775, photo 9) takes its name from the terraced design of the cemetery's oldest section, occupying a hill at the northern end of the village. This section is bordered by stone walls, and incorporates granite curbing marking several family plots. Burials are arranged in a geometric pattern that corresponds with the perimeter of this polygon-shaped area. On lower, level land to the south, burials are arranged in a grid-like pattern in areas defined by the vehicular path system. Most burials are marked with stone headstones, though some obelisks are present, and there is one stone tomb, located in the south side of the hill. The Jackson Memorial (see above) occupies an open area close to South Street. Much of the cemetery's acreage is wooded, particularly on the east and south borders.

HISTORICAL NARRATIVE

Explain historical development of the area. Discuss how this relates to the historical development of the community.

The village at South Walpole encompasses the best preserved concentration of Federal-period construction in Walpole. Settled in the 18th century as a milling location on the Neponset River, South Walpole grew rapidly after the opening in 1806 of the Norfolk and Bristol Turnpike (now Washington Street), part of the route from Boston to Providence, Rhode Island. Summer Street was part of the old road from Walpole to Wrentham. The village once spanned the line between Walpole and Foxborough, when the town boundary ran down the east side of Washington Street. A boundary change in 1834 placed the entire historic village within the town of Walpole.

Earliest extant development at South Walpole appears to date to the 1770s. Believed to incorporate the Isaac Royal house, built ca. 1770, is the Wright-Easton House, 2 Neponset Street (known in assessors' records as 1887 Washington Street, building #1). Isaac Royal, of Medford and Antigua, began acquiring land in Foxborough and neighboring towns about 1720, amassing five hundred acres in the area of the present Walpole-Foxborough town line. The house was remodeled to its present Second Empire-style appearance in the third quarter of the 19th century. Also incorporating a ca. 1770 dwelling is the Col. Timothy Mann House, 40 Neponset Street. The earliest section of the house,

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facing southerly, had a center hall plan with hall and parlor on the first floor, two bedrooms above, and a one-story kitchen ell (no longer extant) at the rear. Timothy Mann (1746-1843) operated a fulling mill on the Neponset, near his house. He attained the rank of colonel in the Massachusetts militia, and was a Walpole selectman in 1794. The house was remodeled to its Federal-style appearance in 1826, with a new façade facing east toward Neponset Street, under the ownership of Truman Clarke (1790-1877), who had married Col. Mann's granddaughter, Betsey (1796-1873). Another important survival of early settlement at South Walpole is Terrace Hill Cemetery, South Street at Washington Street. Occupying a hill on the north side of the village, the cemetery was in use as a burial place by September 1775, according to the earliest headstone. Jonathan Boyden previously owned the land.

Considerable Federal-period development at South Walpole is attributed to the opening of the Norfolk and Bristol Turnpike (Washington Street) in 1806, one of two regional turnpikes constructed in Walpole during the Federal period. (The other was the present Route 1A along Main Street through Walpole Center, opened in 1812.) In 1807, John Needham built a tavern on the west side of the turnpike, which was acquired in 1809 by Stephen Fuller, a well known tavern proprietor in the region whose father-in-law, Israel Hatch, had operated a stage business, was proprietor of the Exchange Tavern in Boston, and was a proponent of the construction of the turnpike from Dedham to Pawtucket, Rhode Island. Fuller Tavern, 1885 Washington Street, was considered a "halfway house," between Boston and Providence, where as many as thirty stage coaches and 150 travelers were received per day. In 1819, Fuller acquired the adjacent property, known as the Fuller House (also known as the Fuller Tavern Annex), 1873 Washington Street, which provided additional accommodations when the tavern was full. Across Washington Street was another tavern, Polley Tavern, built ca. 1807 and demolished in 1963; the education wing and the parsonage associated with the Methodist Church now occupy the site. Turnpike management reported that 35,000 passengers were carried by stage over the road in 1828, in addition to hundreds of private vehicles and freight wagons. Approximately 140 horses were handled a day, from a stable built by the Boston & Providence Coach Company at the intersection of Summer and Neponset Streets. The stable, later used as a boot and shoe factory (see below), survives at 4 Neponset Street (also known in assessors' records as 1887 Washington Street, building #2). The stable acquired a fifty-foot ell that survives today as a detached building of apartments at 8-12 Summer Street.

In 1812, Timothy Mann conveyed a parcel of land upstream from his fulling mill to James Richardson and seven associates, who formed the Walpole Manufacturing Company producing woolens. The company improved the property as a mill site, and also leased the lower mill privilege from Mann. The two privileges existed from 1812 to the 1860s. While no industrial buildings associated with the Walpole Manufacturing Company survive, a block of attached dwellings, apparently constructed by the company ca. 1814 to house mill hands, remains at 61-67 Neponset Street.

Truman Clarke (see above) of Westerly, Rhode Island bought a share in the Walpole Manufacturing Company and thus established himself in South Walpole beginning in 1814. He married Betsey Mann the following year. Clarke was described as an agent for the company and gained control in 1925, when he joined with partners to start the Boston & Walpole Manufacturing Company. According to recent research by the Walpole Historical Society, Truman Clarke "enjoyed the reputation of an honest businessman selling quality goods, and he became well-known and affluent." He served as a Justice of the Peace (1830), South Walpole's first postmaster (1841), and state senator (1846). [Hardy *et al.*, 2-3]

The Early Industrial period (1830-1870) brought new institutional construction to South Walpole. Methodist meetings had been held in houses at South Walpole since 1818, and also in the Polley Tavern (see above). The 1832 map shows a Methodist meetinghouse on Water Street, in the approximate location of the Old Methodist Parsonage, 36 Water Street. During the pastorate of the Rev. D. L. Winslow, the congregation in 1846 built the Greek Revival-style South Walpole Methodist Episcopal Church, 1886 Washington Street (now known as United Methodist Church of South Walpole), on a site around the corner, fronting the common. The church was one of two Methodist churches in Walpole – the other was located at Walpole Center – and the only one extant. Josiah Hall, Silas Smith, Caleb S. Ellis, R. Clap, J. Boyden, A. Ellis, and M. Smith served as trustees. In 1876, a neighborhood group of church members and residents funded the addition of a clock to the steeple. North on Washington Street beyond the church and the Boyden House (see above) was the South School, built in 1854-1855 on land acquired from James R. Fuller. This school, the second at South Walpole, replaced an 1808 building that had occupied a site near the Terrace Hill Cemetery. Truman Clarke, Newell Boyden, and James Ellis served on the building committee, and Jeremiah Boyden was the carpenter. The name of the South School was changed to the Boyden School in the early 20th century, at a time when all public schools in Walpole were given new names to honor important residents of the community. The mid-19th-century school was dismantled when a new building was constructed on the site in 1930-1931 (see Boyden School, 1852 Washington Street, below).

Manufacturing along the Neponset at the western edge of the South Walpole village was firmly established in the 19th century. Starting near the Foxborough town line, at the northern end of what is now Smith's pond, was Timothy Gay's grist mill on the turnpike (now Washington

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Street); Gay also served as a toll-gate keeper. Later on the same site was Daniel and Elbridge Smith's mill for manufacturing cotton goods (burned ca. 1837), and, still later, Sumner of Canton manufactured linings for rubber goods and William H. French operated a shoddy mill. On Clarke's Pond at Summer Street, two privileges existed between 1812 and the 1860s. The earlier of the two was the lower (northern) privilege. Here, Truman Clarke continued the fulling mill operation established in the 18th century by his in-laws, the Manns, northwest of the family home at 40 Neponset Street. The mill at this location burned down ca. 1825 and was never rebuilt.

A second privilege, at Summer Street, was established in 1812 next to the Mann-Clarke sawmill. James Richardson & Company manufactured nails here; later Howe & Richardson manufactured woolen goods, broadcloth, and cassimeres (see Boston & Walpole Manufacturing Company, above). On the same site, Henry S. Clarke (son of Truman and Betsey Clarke), formed a partnership in 1851 with Naaman B. Wilmarth, a local merchant, to manufacture woolen yarn. [Hardy *et al.*, 5] This venture turned out 62,000 pounds of yard a year on three sets of machines and employed eighteen operatives. Clarke had 132 spools on carding machines in the carding room, and four spinners, two spoolers, and 3278 bobbins in the spinning room. Most employees were young and male, and many were Irish immigrants. Members of five families were employed at the mill from 1869 to 1873; their surnames were Ronan, Walsh, Kirby, Williams, and Brown. [Hardy *et al.*, 11-12, 15]

Across Summer Street to the south, but not a part of the privilege, was Mann & Clarke's boot and shoe factory. In 1837, John Mann and Truman Clarke acquired the former Boston & Providence Coach Company stable at Summer and Neponset Streets, which was closed due to the decline in the use of stage coaches for long-distance travel. Mann and Clarke manufactured boots and shoes from the main building (now 4 Neponset Street, also known in assessors' records as 1887 Washington Street, building #2), and converted the ell, now detached, to residential use (now 8-12 Summer Street). The boot and shoe business continued into the 1870s. The 1876 atlas indicates that the finest example of Italianate-style construction in the village, the residence at 1871 Washington Street, was owned by J. Mann, likely John Mann, who had assumed sole ownership of the boot factory in 1849 and continued the business into the 1870s. Mann is known to have suffered financial losses in the Boston fire of 1872.

Although the railroad first came to Walpole in the late 1840s, South Walpole did not have rail service until the Mansfield & Framingham Railroad opened on May 1, 1870. Constructed from 1867 to 1870, the line upon completion was immediately leased to the Boston, Clinton & Fitchburg Railroad, which operated a small system of railroads connecting Fitchburg, Worcester, and Framingham and sought a link between central and southeastern Massachusetts. The line through South Walpole became part of the Old Colony Railroad in 1879, and the New York, New Haven & Hartford Railroad in 1893. Nine passenger trains came through South Walpole daily in the latter year. In the last quarter of the 19th century, the South Walpole passenger station occupied a trackside location off Washington Street, southeast of Clarke's Pond, and the freight station was located west of the pond, closer to Summer Street. Two railroad-related buildings survive in the village; both appear to date to the first quarter of the 20th century. The former New York, New Haven & Hartford Passenger Station, 44 Summer Street (ca. 1915) is set back from the south side of the street, immediately west of Clarke's Pond, and now houses the village's post office. The former New York, New Haven & Hartford Freight House, 1887 Washington Street (ca. 1915, building #3 on that property, according to assessors' records) was moved from its original site, behind the passenger station on Summer Street. Jay Easton, who lived in the Wright-Easton House, 2 Neponset Street (also 1887 Washington Street, building #1, see above), was the station master, freight agent, and postmaster at South Walpole. Easton served as a Walpole selectman for some years, and was active in the Democratic party. His railroad connections allowed him to buy and move the de-accessioned freight station to his property. Sanborn maps indicate the freight house was moved after 1944. During his term as a selectman, Easton was instrumental in replacing the original Boyden (South) School building with a new brick school in 1930-1931.

Manufacturing on Summer Street in the village largely ended by the turn of the 20th century, and at the end of the Late Industrial period (1870-1915) the focus of manufacturing in South Walpole had shifted to a location at the northern end of Neponset Street, outside the village. The former woolen mill and saw mill property on Summer Street was sold to the Norfolk Southern Street Railway, which built a car barn and power plant (no longer extant) on the site. The street railway, later known as the Norfolk & Bristol, ran down Washington Street and turned the corner onto Water Street, en route to Foxborough. Cars coming off the line instead turned onto Summer Street toward the car barn. The line was abandoned by ca. 1919, and the car barn at Summer Street was later occupied by Diamond Match Company as a lumber warehouse (burned in the 1940s). At the end of Neponset Street, Wandel Screen Manufacturing Company was established in 1909. Otto Wandel and Charles Sumner Bird produced rotary paper-machine screens. Bird purchased Wandel's interest in the business in 1912, and in 1915 organized Bird Machine Company, which manufactured special equipment for pulp and paper mills. The company was closely associated with Bird & Son, Inc., based in East Walpole, taking over activities in the production of special machinery that previously had been undertaken by the parent company. In 1930, Bird Machine Company was capitalized for \$389,000 and employed 150 operatives.

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Further research is needed on the circumstances surrounding the construction of the Jackson Memorial Chapel in the Terrace Hill Cemetery (see above). According to the Commonwealth's Public Safety records, F. Edgar Norris designed the fieldstone chapel. Alfred L. Jackson had the building constructed in 1905 as a memorial to his family. The chapel seats forty people and is heated by a fireplace. Though now owned by the town of Walpole, Terrace Hill Cemetery was originally a private entity.

In March 1914, the town of Walpole adopted a general plan to beautify the community, secure and improve open space, and guide future development. A five-member committee headed by Charles Sumner Bird, Jr. commissioned Cambridge-based town planner and landscape architect John Nolen (1869-1937) to develop the plan. In addition to designing improvements for the layout and landscaping of Walpole Center, East Walpole, and South Walpole, Nolen recommended the acquisition of land in the Neponset River valley to create the River Valley Park System, a linear park reservation extending through the town from East Walpole to South Walpole. Nolen's drawings for Walpole were published in an eight-page bulletin entitled *Walpole – Plan Today for Tomorrow* (1914), and profiled in Nolen's book, *New Towns for Old: Achievements in Civic Improvement in Some American Small Towns and Neighborhoods* (1927). The plan for South Walpole, with its Federal-period common, largely involved the widening of streets and the rounding of corners at intersections, with tree plantings on those streets bordering or radiating from the common. The plan also called for the placement of a new fire station at the corner of Neponset and Summer Streets, on axis with the common and the Methodist Church. Nine years later, the fire station was built on an adjacent site to the west. Other components of the plan at South Walpole do not appear to have been implemented, including improvement of the approach to the train station, then located off the lower end of Washington Street. Nolen noted in his 1927 book that the train station had, by that time, been moved to its present site closer to Summer Street, near the railroad crossing.

A Philadelphia native, John Nolen was a graduate of the Wharton School of Finance and Economy at the University of Pennsylvania and studied art and history at the University of Munich (1901-1902) before enrolling at the newly established Harvard University School of Landscape Architecture, from which he received a master's degree in 1905. Nolen established an office in Cambridge, and over the next thirty years designed over 400 projects in the realm of town planning or landscape design for both public and private clients. His work included planning projects for over fifty cities in twenty states, including plans for two entirely new towns: Kingsport, Tennessee, and Mariemont, Ohio. Nolen lectured widely, and his acceptance of a 1912 invitation from Bird & Son to speak in Walpole launched a seventeen-year relationship with the Bird family and the town. In addition to his town plan for Walpole (1913), Nolen's projects in the community include the East Walpole Playground (1913); the High School grounds (1914); the Town Forest (1914); the grounds of Endean, the estate of Charles Sumner Bird (demolished, project 1914); Memorial Park (1923) with its Swimming Pool (1926); and Francis William Bird Park (1924). He also designed the town plan for Cohasset (1920).

The increasingly residential character of South Walpole village brought municipal improvements during the Early Modern period (1915-1940). The South Walpole Fire Station, 29 Summer Street, was built in 1923, on the north side of Summer Street across from Clarke's Pond. The architect has yet to be determined. The earlier station, known as Hose House #3 (ca. 1884-1894), once occupied the south side of Summer Street and was moved at an unknown date to its present location further west on Summer Street, where it now serves as a residence. In the early part of the 20th century, South Walpole had one hose wagon and ladder, with response by S. W. Dickerman. By 1918, Company 3 (Tiger Company) had ten men.

In 1930, the town replaced the 1850s Boyden School with a new red brick building at 1852 Washington Street, designed by McLaughlin & Burr of Boston. James E. McLaughlin and Horace F. Burr designed several buildings in Boston, including the Commonwealth Armory, the Boston Trade School, and the South Boston Municipal Building. This Georgian Revival-style school was designed with three classrooms, a "playroom" with a stage, and supporting facilities. The building originally incorporated the bell from the 1850s school house. Korslund, LeNormand & Quann, Inc., an architectural firm based in Norwood, designed the 1962-1963 addition. Harry J. Korslund was a Walpole resident. The firm, established in 1955, won an award from the Ford Foundation for its design of Newton South High School (1957), described as one of twelve distinctive high schools in the United States.

Important transportation changes affected South Walpole in the 1930s. Passenger service on the New York, New Haven & Hartford line through the village ended in 1933, though freight trains continue to operate. Today, the MBTA uses the line to run special trains to Gillette Stadium in Foxborough, which is less than one mile southwest of the village. Also occurring in the 1930s was construction of the four-lane U. S. Route 1 divided highway, directly southeast of the village. Water Street is used for access to Route 1.

INVENTORY FORM A CONTINUATION SHEET

WALPOLE

SOUTH WALPOLE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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A

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Further research is needed on the discontinuation of Washington Street as a through-route connecting South Walpole common to Route 1 in Foxborough, which may have occurred in connection with the construction of U. S. Route 1. Though there has been residential development at the end of the street in recent years, the last block – from Water and Neponset Streets southeast to the town line – is now known as Washington Street Extension, and the paved roadway no longer extends to and over the railroad tracks. A 1940 topographical map produced by the U. S. Geological Survey illustrates this section of Washington Street as a footpath. The Federal-period house at 1928 Washington Street (first quarter 19th century) is oriented with its narrow end to the street, its rear elevation facing north toward the common, and its original five-bay façade facing south toward the approach up the Norfolk & Bristol Turnpike from Foxborough. This house, which one served as a toll house for the turnpike, now faces a wooded area that includes the path of the discontinued section of roadway.

Archaeological investigation of former mill sites in South Walpole is warranted. Most buildings associated with manufacturing in the village in the 19th and 20th centuries have burned or been demolished. Dams and some channels appear to be intact. The Walpole Historical Society has received several boxes of Clarke family documents from the 1850s through the 1870s, including information on the industrial operations of Henry S. Clarke at South Walpole.

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National Register of Historic Places Criteria Statement Form

Check all that apply:

- Individually eligible
 Contributing to a potential historic district
- Eligible only in a historic district
 Potential historic district

Criteria: A B C D

Criteria Considerations: A B C D E F G

Statement of Significance by Kathleen Kelly Broomer

The criteria that are checked in the above sections must be justified here.

The South Walpole Area encompasses the best preserved concentration of Federal-period construction in Walpole, and is a fine example of historic development in the community from the 18th century through the early 20th century. In addition to Federal-style buildings that are highly significant in the town's history, South Walpole also includes Greek Revival and Italianate-style buildings that are noteworthy for their level of historic integrity. A location of early mill sites on the Neponset River, the area has great potential for archaeological significance, which merits further investigation. Retaining integrity of location, design, setting, materials, workmanship, feeling, and association, the South Walpole Area appears to meet Criteria A and C of the National Register at the local level.

Within the South Walpole Area, the Massachusetts Historical Commission has found the following property individually eligible for the National Register:

Col. Timothy Mann House, 40 Neponset Street (MHC evaluation 08/03/88)

The following additional buildings within the South Walpole Area appear to be eligible for the National Register individually:

J. Mann House, 1871 Washington Street
Fuller Tavern, 1885 Washington Street
South Walpole Methodist Episcopal Church (now United Methodist Church of South Walpole), 1886 Washington Street