56-850

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the propaga being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and archiat Significance, onter only categories and subcategories from the instructions. 1. Name of Property Historic name: Rockwood Road Historic District Other names/site number: Yara Service Name of related multiple property listing: N/A (Enter "N/A" if property is not part of a multiple property listing 2. Location Street & number: Roughly, Rockwood Road from MBTA railroad tracks to Boardman Street City or town: Norfolk State: MA County: Norfolk Not For Publication: Vicinity: 3. State/Federal Agency Certification As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this $\sqrt{}$ nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property $\sqrt{\text{meets}}$ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: local national statewide Applicable National Register Criteria: February 16, 2017 Signature of certifying official/Title: Brona Simon, SHPO State or Federal agency/bureau or Tribal Government In my opinion, the property ___ meets ___ does not meet the National Register criteria. Signature of commenting official: Date Title: State or Federal agency/bureau

or Tribal Government

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Rockwood Road Historic District Name of Property	Norfolk County, MA County and State
4. National Park Service Certification	-
I hereby certify that this property is:	
entered in the National Register	
determined eligible for the National Register	
determined not eligible for the National Register	
removed from the National Register	
other (explain:)	
In Elson H. Beall	4.10.17 Date of Action
5. Classification	-
Ownership of Property	
(Check as many boxes as apply.) Private:	
Public – Local	
Public – State	
Public – Federal	
Category of Property	
(Check only one box.)	
Building(s)	
District	
Site	
Structure	
Object	

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and a property of property		NAC III O
ockwood Road Historic District ame of Property	- 1	Norfolk County, N County and State
Number of Resources within	Property	
(Do not include previously list	ed resources in the count)	
Contributing	Noncontributing	
20	3	buildings
0	0	sites
4	9	structures
2	2	objects
26	14	Total
	ces previously listed in the Natio Grange Hall, 28 Rockwood Roa	
6. Function or Use		
Historic Functions		
(Enter categories from instruction	is.)	
Domestic/single dwelling		
Religion/church		
Social/meeting hall		
Commerce/restaurant		
Commerce/store		
Government/town hall		

Current Functions

Education/library

(Enter categories from instructions.)

Domestic/single dwelling

Social/meeting hall

Commerce/business

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7. Description

Architectural Classification

(Enter categories from instructions.)

Mid-19th Century/Greek Revival

Late Victorian/Italianate

Late Victorian/Victorian eclectic

Early Republic/Federal

Bungalow

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

clapboard, wood shingle, vinyl, granite, brick, asphalt shingle

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a summary paragraph that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Rockwood Road Historic District, Norfolk, MA (photos 1-15, see sketch map), encompasses the largest concentration of historic buildings surviving at Norfolk's town center, which has been fragmented by late 20th-century redevelopment and road reconfiguration. Rockwood Road, the principal route to the town center from points north, connects and defines the district resources on the north side of the village between the former New York, New Haven & Hartford Railroad right-of-way on the southeast and Boardman Street on the northwest. The railroad, currently operated by the Massachusetts Bay Transportation Authority as a commuter rail to Boston, no longer retains its historic station building and is not included in the district. Ranging over sixteen parcels, the district illustrates village development at the town center from the early 19th century to the mid 20th century. While most buildings are wood-frame and were constructed for residential use, small-scale commercial and industrial uses were also present, especially in the late 19th and early 20th centuries. The only institutional building in the district, the First Baptist Church of North Wrentham—Norfolk Grange Hall, 28 Rockwood Road (1863, NOR.49, sketch map 11, photos 1-3, NRIND 1989), housed church, social, and municipal functions integral to community life and characteristic of a town center. The district displays historic integrity and a continuity of historic streetscape that is not present in areas immediately adjacent.

Narrative Description

A rural suburban town at the southwest periphery of metropolitan Boston, Norfolk is bordered on the north by Millis and Medfield, on the east by Walpole, on the southeast by Foxborough, on the south by Wrentham, and on the west by Franklin. Norfolk is situated in the upper Charles River Valley, and the river forms part of the town's northern boundary with Millis. Much of Norfolk consists of rolling riverine lowlands, with considerable meadow and marsh along the Charles. Large areas of upland bog and cedar swamp are present as well.

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Rockwood Road Historic District (photos 1-15) occupies an upland area at the town center. The road is a segment of State Route 115, a regional artery passing through Norfolk on a northwest-southeast axis, intersecting with Route 1A (Dedham Street) at Pondville in the southern end of town. Main Street, the principal east-west route through Norfolk's mid-section, crosses Route 115 one block south of the district, and connects the town center with settlements at Mann Pond-Highland Lake to the east (see Sullivan's Corner Historic District, NRDIS 2012) and City Mills to the west. A mid 19th-century railroad corridor, still in operation today for commuter rail service to Boston, crosses Route 115 at grade adjacent to the district's southern boundary, with the Norfolk station stop (but no station building) still located here.

Separated from the balance of the town center by the railroad right-of-way, Rockwood Road Historic District comprises the northerly arm of Norfolk's historic town center development. The district encompasses the greatest concentration of historic buildings surviving at the town center, which sustained significant redevelopment in the late 20th century. The district preserves a historic village character, with most of its wood-frame buildings set close to the street. Though some commercial uses were present here historically, most principal buildings are now in residential use.

Contributing Buildings

The district's only institutional building, which is already listed individually in the National Register, is First Baptist Church of North Wrentham—Norfolk Grange Hall, 28 Rockwood Road (1863, NOR.49, sketch map 11, photos 1-3, NRIND 1989). Clad in clapboards with a granite and brick foundation and asphalt-shingle roof, the 1½-story main block is three bays across and approximately three bays deep on a rectangular footprint, with two small additions on the east (rear) elevation: a one-story gabled addition (late 19th century), and a one-story hip-roofed addition (early 20th century). Neither addition projects beyond the side elevations of the main block. The building displays a pedimented gable form, with a three-story tower breaking slightly forward from the plane of the façade (west elevation). The belfry, deep cornice, and round-arched openings on both the façade and belfry are Italianate. Character-defining features include the modillion cornice, corner quoins, molded lintels over the side windows (which contain 12/12 wood sash), molded round-arched bays at the entries and tower, and wood tracery in the transom and belfry openings.

The earliest buildings in the district are dwellings located in the southern half of the block, closest to the railroad station. Some buildings constructed as dwellings also served commercial uses in the 19th century. One of the finest early 19th-century Capes in Norfolk is the Salmon Mann House, 16 Rockwood Road (ca. 1806, NOR.5, sketch map 3, photo 3). Built on a stone foundation with clapboard siding on the façade, wood-shingle cladding on side elevations, and an asphalt-shingle roof, the main block is five bays across with a center entry, and two bays deep. An interior end-wall brick chimney is located behind the roof ridge at the southern end of the house, and an exterior brick chimney, probably dating to the early to mid 20th century, was added on the north elevation. A simple pitched surround of plain boards frames the narrow façade entry. Windows contain 9/6 wood sash. A gabled lateral ell on the south elevation, four bays across and three bays deep, has a stone foundation and was built before 1876. The cross-gabled breezeway and rear addition on the rear (east side) of the ell were added in 1945, at which time a full-width shed dormer was built on the rear of the main block [1978 inventory form].

The <u>Darius Ware House</u>, 29 <u>Rockwood Road</u> (ca. 1814, NOR.39, sketch map 12, photos 4 and 7) is a full Cape, five bays across with a center entry, and two bays deep, with clapboard siding and an asphalt-shingle roof. The stone foundation appears to have been parged with concrete. Two brick interior chimneys behind the roof ridge bear slightly different designs on their caps. The house has little architectural ornament other than drip molds over the façade windows and cornerboards. Windows,

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which are set close to the eaves on the façade, contain 12/8 wood sash. There is a one-story, gabled rear ell that extends the north (right side) elevation roughly three bays.

Two mid 19th-century buildings are oriented with their long elevations toward the site of the railroad depot south of the district, and their short, gable-end walls to the street. On the east side of Rockwood Road, the Lyman S. Ware House, 22 Rockwood Road (ca. 1850, NOR.198, sketch map 7, photos 1 and 5), is a 1½-story dwelling with a granite foundation, clapboard siding, asphalt-shingle roof, and a brick chimney at the eastern end of the roof ridge. Five bays across with a center entry, and approximately four bays deep, this block has a one-story gabled wing on the east elevation, and displays a steeply pitched gable roof and overhanging eaves. Windows contain replacement 1/1 sash. Full-width shed dormers on the front and back are the product of early 20th-century renovations, along with the multipaned greenhouse enclosure added to the south side of the wing. A hipped wraparound porch with solid balustrade was recently removed. On the west side of the street is the Dupee House and Restaurant, 15 Rockwood Road (ca. 1850, NOR.37, sketch map 2, photo 6). This 1½-story, cross-gable, Victorian Eclectic building displays evidence of a Colonial Revival-style updating in the early 20th century. It has a stone foundation, clapboard siding, an asphalt-shingle roof, and one brick chimney at the roof ridge of both the main block and rear ell. A second chimney on the main block has been removed since the building was first inventoried in 1978. Constructed on a roughly L-shaped footprint, the main block is eight bays across and two bays deep. The façade (facing the railroad right-of-way) has entries in the second, fifth, and eighth bays. Built into the grade, the building has a raised basement at the rear (north) elevation that incorporates a garage with an overhead door and another entry. The rear ell has a gabled one-story addition on the north, and a shed-roofed porch on the west. Character-defining features include overhanging eaves, shaped bargeboards in the façade cross gable, a bay window on the façade, steeply pitched gabled wall dormers, and lunette windows in the gable ends; the dormers and lunette windows are early 20th-century modifications. Windows retain 4/4 and 6/6 wood sash, though some doors have been replaced. A long, 1/2-story, gabled barn west of the building is not clearly visible from the street, due to its setback and fencing on the property.

Uncommon in the district is the three-quarter <u>Ware-Murphy House, 27 Rockwood Road</u> (mid-19th century, NOR.40, sketch map 10, photo 7), which has a stone foundation, clapboard siding, and a side-gable roof clad in asphalt shingle. A narrow brick chimney at the roof ridge, present when the building was first inventoried in 1977, has been removed. While the asymmetrical organization of the façade appears to be original, the two windows at the northern end replace a paired window, itself not original, that was present on the house in 1977. The entry retains full-length sidelights of five panes each, which likely were added, possibly in the early 20th century. Windows contain 8/12 wood sash of recent vintage. The house has an unusual side-gabled addition with stone walls built onto the south elevation at the basement level. This addition, which appears to date to the early 20th century, features a steeply pitched gable roof and an entry on the south elevation.

The district's most intact example of the Greek Revival style is 24 Rockwood Road (ca. 1855, NOR.199, sketch map 8, photos 1 and 8), a 2½-story, side-gabled dwelling, with a two-story rear ell. The house has a granite foundation, synthetic siding, an asphalt-shingle roof, and one brick chimney at the roof ridge. The five-bay-by-three-bay main block displays a center entry on the façade, and a secondary entry in the third bay of the south elevation. Character-defining wood ornament includes the wide, plain frieze, overhanging eaves, and gable returns, as well as a Colonial Revival-style, enclosed, hipped entry porch on the façade. The enclosed entry, probably added about 1900, incorporates full-length sidelights and fixed 2/1 sash on the sides. Single window openings elsewhere contain replacement 1/1 sash. Fenestration also includes a bay window north of the entry; the shed dormers on the front and rear are later additions.

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Behind 24 Rockwood Road, the former straw works, later known as the Murphy-McClure House, 26 Rockwood Road (ca. 1866, NOR.200, sketch map 9, photo 8), is the only historic building in the district that is set back from the street behind another building. This 1½-story gable-front cottage, which has been remodeled, has wood-shingle cladding and an asphalt-shingle roof. Renovations range from the addition of shed dormers on both side elevations (early 20th century) to a new entry porch and ornamented bargeboards (late 20th century). Three bays across and approximately three bays deep, the house is built into the descending grade easterly from Rockwood Road. Window sash has been replaced.

A majority of dwellings in the historic district were constructed in the late 19th century. The most common house form from that period is the 1½-story, gable-front cottage with lateral wing. A Victorian Eclectic example, the <u>Charles W. Howe House, 19 Rockwood Road</u> (ca. 1875, NOR.196, sketch map 5, photo 9), has wood-shingle siding and an asphalt-shingle roof. There is an exterior chimney on the north (side) elevation that appears to date to the early 20th century, possibly built about the same time as the columned wraparound porch. The gable-front main block is three bays across, and has a paneled, glazed door in the entry. On the south elevation is a three-bay, side-gabled wing. The wing incorporates a secondary entry, and a full-width porch with pierced posts. Windows contain 6/6 replacement sash with detachable muntins. At the rear of the house are a 1½-story addition on a brick foundation, and a one-story addition on a concrete foundation.

The Cornelius J. Murphy House, 36 Rockwood Road (ca. 1878, NOR.203, sketch map 15, photo 10), at the southeast corner of Boardman Street, is another Victorian Eclectic cottage. The two-bay-by-two-bay main block has a brick chimney at the roof ridge and a 1½-story lateral ell, about two bays across and one bay deep. The full-width, hip-roofed porch on the ell appears to have been enclosed in the early 20th century. Another addition, possibly made during the same period, was the exterior-wall brick chimney on the north (left side) elevation. Though the dwelling has been somewhat altered with a double-leaf door and wrought-iron posts at the entry porch, the house retains paired brackets at the eaves, a bay window on the façade, and gabled wall dormers on the ell. Windows contain replacement sash. There is a side-gabled rear addition (mid 20th century) on the south and east elevations, set back from the façade of the lateral wing.

At the southwest corner of Rockwood Road and Boardman Street, the gabled, 1½-story Sykes-O'Connor House, 43 Rockwood Road (1888, NOR.205, sketch map 16), is vacant. This Victorian Eclectic house has clapboard siding; an asphalt-shingle roof; a brick chimney at the roof ridge; and a cross gable on the south (left side) elevation, where there is also a one-story, gabled, enclosed porch addition. Situated on an elevated site close to the intersection, the house is obscured by evergreens; currently, a molded wood cornice and a tripartite window in the gable end are the only features of the façade that are visible from the public way.

Among the larger dwellings in the historic district is 35 Rockwood Road (ca. 1893-1902, NOR.202, sketch map 14, photo 11), a 2½-story, side-gabled house on a stone foundation with clapboard siding and an asphalt-shingle roof. Twin interior chimneys are set directly behind the roof ridge. The main block, which is three bays across and two bays deep, has a 2½-story, gabled rear ell. Bay windows flank the center entry, which has a one-bay porch on turned posts. Some windows on the first story retain 2/2 wood sash; other windows contain 6/6 replacement sash with detachable muntins. In addition to the bay windows and entry porch, character-defining features include overhanging eaves, gable returns, cornerboards, and molded heads over windows and doors.

The <u>James Buckley House</u>, 30 <u>Rockwood Road</u> (third quarter 19th century, NOR.201, sketch map 13, photo 12), is unusual in the district for its form. The 1½-story main block is four bays by two bays on a brick foundation, with clapboard siding, a side-gabled, asphalt-shingle roof, and a brick chimney at the

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roof ridge. Windows contain 2/2 wood sash, and the main entry, in the second façade bay, contains a replacement door. At the northeast corner of the house, set back from the façade, is a lateral addition with a Victorian Eclectic porch. The porch has brackets, turned posts, and square balusters. A shed dormer on the house's rear elevation dates to the 20th century.

Illustrating the 1½-story bungalow house form is the Melvin H. Pagington House, 20 Rockwood Road (ca. 1926, NOR.197, sketch map 6, photo 13), the only early 20th-century dwelling in the district. This vinyl-sided dwelling, displaying an asphalt-shingle hipped roof and brick interior chimney, is somewhat altered with the enclosure of the front porch and repositioning of the entry from the façade to the south elevation. Character-defining features include the building's low profile, rusticated concrete-block foundation, jerkinhead (clipped gable) dormer on the façade, and paired windows containing replacement 6/1 sash. Other windows contain mid 20th-century sliding sash. This property also is noteworthy for its stone retaining wall at the street, which extends roughly 200 feet at this lot and at 22 Rockwood Road (see above) next door.

Post-World War II development in the Rockwood Road Historic District includes one commercial building at the northern end of the district and two dwellings at the southern end, all of which contribute to the village character. Constructed as an ancillary building on the same parcel with 43 Rockwood Road (see above), the former Greene's Restaurant (ca. 1944-1953, NOR.204, sketch map 17, photo 14) is a one-story, cross-gable building on a T-shaped footprint, with a concrete foundation, vinyl siding, asphalt-shingle roof, and a concrete-block rear addition (ca. 2010). The main block is four bays across, with the entry in the second bay, and two bays deep. A one-bay-by-two-bay lateral wing on the south elevation displays a brick-veneer end wall. Paired windows with 6/6 sash are the product of recent remodeling work, which includes construction of the rear addition.

A good example of a Postwar Traditional-style Cape in Norfolk is 14 Rockwood Road (ca. 1956-1963, NOR.194, sketch map 1, photo 15). Five bays across and two bays deep, this 1½-story house has a concrete foundation, wood-shingle siding, asphalt-shingle roof, and an off-center brick chimney at the roof ridge. The main block displays a center entry with one-bay gabled porch, gabled dormers above, a shed dormer on the rear elevation (facing Geneva Avenue), and a one-story sunroom wing on the south side. Windows contain vinyl sash with detachable muntins. A second, post-World War II house at 18 Rockwood Road (ca. 1948-1952, sketch map 4, NOR.195) is one story and more modern in its profile than a Cape, with a low pitch to the slopes of the side-gabled roof. Five bays across with a two-bay lateral wing on the south side, the center-entry house has a concrete foundation, wood-shingle exterior, and asphalt-shingle roof. Windows contain 1/1 sash.

Noncontributing Resources

Most noncontributing resources are outbuildings, fences, and standing signs constructed in the late 20th century. As a group, these resources are small in scale or set back from the street, and do not compromise the historic integrity of the district.

The most recent addition to the Rockwood Road Historic District is the <u>Boardman Monument</u> (ca. 2015, NOR.9024, sketch map A), located at the east corner of the Rockwood Road intersection with Boardman Street. The granite memorial about eighteen inches high has an attached brass plaque bearing the inscription: "2ND CL. SEAMAN GRAHAM H. BOARDMAN WWI / U S NAVY SIGNAL CORPS / DIED IN THE SERVICE / FEBRUARY 3, 1918."

Directly behind the memorial is a steel pole bearing a street sign for Boardman Street, with a small American flag attached.

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District boundaries exclude late 20th-century residences set back from Rockwood Road on large lots. The boundaries cross the rights-of-way to exclude these properties, which would otherwise be noncontributing.

Archaeological Description

While no ancient Native American sites are known in the Rockwood Road Historic District, it is possible that sites are present. The physical characteristics of the district represent some locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of Native sites. Several well-drained, level to moderately sloping terraces, knolls, and outwash plain areas are present throughout the district. There are no freshwater resources located within the district or in the general area (within one mile), a distinctly negative locational characteristic. The nominated area lies within the Charles River drainage. Soil types within the district are generally sandy, well drained, and formed in glacial till. Given the above information, the size of the district (approximately 16 acres), limited historic-period development, and known patterns of Native settlement in the Charles River drainage, a low to moderate probability exists for locating ancient Native American resources in the Rockwood Road Historic District.

There is a high potential for locating historic archaeological resources in the Rockwood Road Historic District. While most contributing buildings associated with the district are still extant, several potential historic archaeological sites are also known. Additional historic research, combined with archaeological survey and testing, may locate historic sites that have yet to be identified. Structural evidence may survive from 17th-century homesteads present before King Philip's War. These early settlements were abandoned during the war. Approximately six or seven families and an unknown number of Native inhabitants lived in Wrentham (which included much of present-day Norfolk) during the ca. 1675-1775 period. Resettlement after King Philip's war consisted of scattered farmsteads. Potential 18th-century dwellings and their associated farmsteads may be more common, indicating a high potential for the recovery of structural remains of related barns and outbuildings. Occupational-related features (trash pits, privies, wells) should also survive with the 18th-century farmsteads.

Most potential historic archaeological sites in the Rockwood Road Historic District may date to the 19th century as a whole. While most buildings constructed during this period are believed to still be extant, some may also survive as archaeological sites. Potential historic archaeological sites associated with buildings and structures constructed during the late 19th century may include structural evidence of residential buildings, farmsteads, barns, stables, outbuildings, and evidence of occupational-related features.

	pad Historic District	Norfolk County, M.
ne of Property		County and State
8. State	ement of Significance	
	le National Register Criteria ' in one or more boxes for the criteria qualifying the pr	roperty for National Register
х	 Property is associated with events that have made a broad patterns of our history. 	significant contribution to the
В	3. Property is associated with the lives of persons sign	ificant in our past.
х	 Property embodies the distinctive characteristics of construction or represents the work of a master, or p or represents a significant and distinguishable entity individual distinction. 	oossesses high artistic values,
	Property has yielded, or is likely to yield, information history. Considerations	on important in prehistory or
Criteria ((Mark "x'	history. Considerations in all the boxes that apply.)	
Criteria ((Mark "x'	history. Considerations in all the boxes that apply.) Owned by a religious institution or used for religiou	
Criteria ((Mark "x' A	Considerations "in all the boxes that apply.) Cowned by a religious institution or used for religious. Removed from its original location	
Criteria ((Mark "x' A B C	Considerations in all the boxes that apply.) Cowned by a religious institution or used for religious. Removed from its original location A birthplace or grave	
Criteria ((Mark "x' A B C	Considerations in all the boxes that apply.) Owned by a religious institution or used for religious. Removed from its original location A birthplace or grave A cemetery	
Criteria ((Mark "x'	Considerations in all the boxes that apply.) Cowned by a religious institution or used for religious. Removed from its original location A birthplace or grave A cemetery A reconstructed building, object, or structure	
Criteria (Mark "x" A B C C D D E F	Considerations in all the boxes that apply.) Owned by a religious institution or used for religious. Removed from its original location A birthplace or grave A cemetery	is purposes

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e of Property	toric District
Architecture	
Social History	
Period of Sign ca. 1806-ca. 19	
Significant Da 1850 (opening	tes of Norfolk County Railroad)
Significant Per (Complete only N/A	rson vif Criterion B is marked above.
Cultural Affili N/A	ation
Architect/Buil	der

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Rockwood Road Historic District, Norfolk, MA (photos 1-15, see sketch map), encompasses the greatest concentration of historic resources associated with the growth and development of Norfolk's town center in the 19th and 20th centuries. District buildings illustrate the area's transformation from an agricultural settlement to a railroad village in the second half of the 19th century, displaying small-scale commercial uses, a straw shop, a Baptist church that later served as a focus for Grange and municipal activities, and historic suburban development. Comprising the northern arm of historic development that once radiated from the town center, this district is important for the continuity of its historic streetscape, which has been lost elsewhere at the town center to late 20th-century redevelopment and road reconfiguration. Retaining integrity of location, design, setting, materials, workmanship, feeling, and association, Rockwood Road Historic District meets Criteria A and C of the National Register at the local level.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Architecture

Buildings of the Rockwood Road Historic District constitute a well preserved village settlement, displaying the range of residential, institutional, and small-scale commercial and industrial uses seen in Norfolk from the Federal period to the modern era. Contributing resources include buildings of townwide significance. Wood-frame construction predominates. The district retains examples of early 19th-century farmhouses, mid- to late-19th-century buildings associated with its growth as a railroad village, and suburban dwellings built from the early 20th century onward. The placement of buildings in the landscape reflects the patterns of land use present during the period of significance. Some buildings were remodeled during the period of significance to adapt to the changing needs of their owners.

Social History

Rockwood Road Historic District reflects trends in Norfolk's population and development from the early 19th century through the mid 20th century. The district's earliest buildings are associated with the founding families of North Wrentham (later Norfolk), and additional properties were developed predominantly by Irish immigrants who maintained a long presence in the district through subsequent generations. The district includes a historic Baptist church (1863) that later served as the town's Grange Hall (1921 onward) and municipal building (1922-1949), providing a venue and focus for activities of townwide importance, including social gatherings for the larger community. Through the occupations and trades of its residents, Rockwood Road Historic District illustrates the town's evolution from an agricultural settlement to a railroad village, and finally a rural suburban community.

Norfolk's territory encompasses part of the Dedham Grant (1636). In 1660, a group of eleven men from Dedham, among them Robert Ware (d. 1699, also known as Robert Ware the Aged), attempted to settle a six-mile-square tract of land known as Wollomonopoag Plantation. Though the group returned to Dedham in 1661, a subsequent attempt at permanent settlement, in 1663, was successful. Incorporated in

Lands improved during the 1660-1661 expedition were close to the Charles River in the present territory of Norfolk, whereas lots drawn in the subsequent settlement of 1663 were located farther to the south, within one mile of the present town center at Wrentham [Bartholomew, "Wares of Wareland," 2].

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1673 as the town of Wrentham (including much of the present Norfolk), the Colonial-period (ca. 1675-1775) settlement had six or seven families and an unknown number of native inhabitants. The local economy depended on subsistence farming. Robert Ware the Aged maintained his home in Dedham and did not become a permanent resident of Wrentham, but purchased lots in the new settlement for three of his five sons: John, Nathaniel, and Robert, Jr. (1653-1724). These sons were among the first permanent settlers of Wrentham. Their sister, Esther Ware, would marry Wrentham's first settled minister, Samuel Mann (1647-1719, also known as Samuel Man), a graduate of Harvard College and a schoolteacher in Dedham [Bartholomew, "Wares of Wareland," 2-3].

Abandoned during King Philip's War, Wrentham recovered slowly towards the end of 17th century. Resettlement after the war consisted of scattered farms, especially in the more tillable northern section, and clusters of settlement near saw and gristmills. Ebenezer Ware (1677/8-1750), a son of Robert Ware, Jr., built two consecutive houses, ca. 1700 and ca. 1733, at the family's ancestral homestead, later known as The Warelands, 103 Boardman Street (ca. 1733, NRIND 1977). Boardman Street is a segment of the road to Wollomonopoag, a late 17th-century east-west route from neighboring Dedham (Walpole after 1724) and Medfield to the Wrentham settlement. However, the section of Boardman Street that forms the northern edge of the Rockwood Road Historic District dates to the mid 1850s.

While settlement clusters emerged around milling sites in the north part of Wrentham during the Colonial period, a village center did not begin to take shape until the Federal period (ca. 1775-1830), facilitated by a farsighted gift of land from Ebenezer Ware. On his deathbed, Ebenezer Ware directed that four acres of his property be set apart and reserved for the inhabitants of the north part of Wrentham to construct a meetinghouse [Norfolk County deeds, 4:121; deed dated 1750 and recorded 1795]. Nearly 50 years later, the first meetinghouse was constructed for the North Parish of Wrentham (1796, later Norfolk Town Hall, burned 1922), in the area now known as Town Hill, located south of this historic district on the south side of Main Street.

The segment of Rockwood Road between Boardman Street and Town Hill likely dates to the late 18th century, built through Ware family holdings as part of the Federal-period road network radiating from the new North Parish meetinghouse. Deeds describe Rockwood Road as the road from Wrentham to East Medway (later Millis). The road may have been used to carry the mail by stage to the North Parish, a stop on the Boston-to-Providence route; this activity led the Ware family to construct a tollhouse at 120 Boardman Street (NOR.10).

Further division of the Ware homestead among family members in the late 18th and early 19th centuries produced development in the vicinity of the Rockwood Road Historic District. Elisha Ware (1715-1796), a husbandman (farmer), succeeded his father, Ebenezer, at the family homestead on Boardman Street. In his later years, Elisha Ware began dividing the southern end of the homestead "south of Dirty Brook Plain," or the territory extending from Boardman Street to the Town Hill vicinity, including the present Rockwood Road Historic District. His surviving children—Lois (Ware) Ware, wife of Josiah; Phoebe (Ware) Ware, wife of Asa; and Joel Ware—divided the homestead further after Elisha died intestate, with Joel Ware occupying the ancestral house at the Warelands. During his lifetime, Elisha Ware conveyed to Josiah and Lois Ware at least 39 acres here in two parcels, with Josiah buying 21¾ acres in 1774, and Lois receiving 17½ acres in 1795 [Suffolk County deeds 142:163; Norfolk County deeds 4:257].

The first block of Rockwood Road, from Main Street north to the railroad right-of-way, is excluded from the historic district due to redevelopment of historic buildings associated with the Wares. Main Street was the principal east-west route through the mid-section of the north part of Wrentham, and also known as the road from Walpole to Franklin. Josiah and Lois Ware resided at Ware Tavern (ca. 1770, NOR.34, demolished 1981), at the northwest corner of the Rockwood Road—Main Street intersection; they later

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moved their growing family to 25 North Street, east of Town Hill. Josiah Ware (1742-1836) served on the building committee for construction of the 1796 meetinghouse, and supplied a building site on the northeast corner of the intersection to build a schoolhouse, which burned in 1852.

The historic district covers the second block of Rockwood Road, from the railroad right-of-way north to Boardman Street. Darius Ware, a son of Josiah and Lois Ware, acquired the land on the west side of the street, behind Ware Tavern. Born in the north part of Wrentham, Darius Ware (1789-1857), a farmer, married Pamelia (Pamela) Cary in 1814. The couple had seven children, born from 1815 to 1829; all the births were recorded in Wrentham. Given his mother's death in 1820, and his father's death in 1836, it seems likely Darius Ware acquired his farm through the probate process, as deeds do not record the property transfer. The <u>Darius Ware House, 29 Rockwood Road</u> (ca. 1814, NOR.39, sketch map 12, photos 4 and 7), is one of the oldest buildings in the historic district, though a construction date has not been confirmed. Several Ware family deeds from the 1833 to 1836 period identify Darius and Pamelia Ware as residents of nearby Franklin, not Wrentham, as would be expected if they were occupying a house on Rockwood Road at that time [Norfolk County deeds, 117:113-115]. It appears Darius Ware built the house at 29 Rockwood Road about the time of his marriage, lived briefly in Franklin, and returned to (North) Wrentham by 1841, when he acquired his father's Ware Tavern property, abutting his own, from traders Jeremiah Blake and Joseph Thompson [Norfolk County deeds, 135:288].

On the east side of the street, Salmon Mann, also a farmer, lived at 16 Rockwood Road (ca. 1806, NOR.5, sketch map 3, photo 3). A native of the north part of Wrentham, Salmon Mann (1781-1858) married his first wife, Molly Perrigo, in 1806. He briefly owned a cotton factory at Stony Brook with Daniel Cook and Benjamin Blake; established in 1813, Cook Blake & Company was sold in 1814. Later, in 1832, Mann was a founding member of the Cleaveland Religious Society of Orthodox Congregationalists in North Wrentham [Fales, 37, 40, 47, 62]. A late 19th-century genealogy describes Salmon Mann as the largest landowner in the town [Paine, 134]; local research has identified mortgages held by Salmon Mann at his death that he bequeathed to the Cleaveland Religious Society [Bartholomew comments]. The granite-block foundation and steeply pitched gable roof of the main block of his house suggest a remodeling in the second quarter of the 19th century.

Transportation improvements during the Early Industrial period (ca. 1830-1870) transformed the meetinghouse settlement in the north part of Wrentham into the thriving railroad village of North Wrentham, which boasted the only railroad connections in the sprawling town. Bordering the Rockwood Road Historic District on the south is the former Norfolk County Railroad line, built from 1848 to 1850 as a segment of the railroad's route from Dedham to Blackstone. Both Darius Ware, who owned 29 Rockwood Road, and Salmon Mann, who owned 16 Rockwood Road, sold land to the Norfolk County Railroad [Fales, 47-48]. Station stops were located (from northeast to southwest) at Campbell's paper mill in Walpole, the village at North Wrentham, and the City Mills section of Franklin—all three areas were incorporated into the new town of Norfolk in 1870. Through service from Boston to New York started in 1853, operated first by the Boston & New York Central Railroad, and, from 1867 onward, by the Boston, Hartford & Erie Railroad. In 1869, six passenger trains operated daily through North Wrentham, from Islington (Dedham) to Blackstone.

This area also was a railroad junction from 1852 to 1864, where a 3.6-mile branch railroad from neighboring Medway (now Millis) joined the Norfolk County line at North Wrentham. Investors from Medway financed the construction. The 1861 opening of the Charles River Railroad through Medway eliminated the need for the branch line from North Wrentham, and the branch line was abandoned in 1864 [Karr, 292-294]. Rockwood Road was described in period deeds as the road from the railroad station to Medway, and later, more simply, as Railroad Street. In addition to the railroad presence, transportation

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improvements included a realignment of Boardman (formerly Avery) Street between 1853 and 1858, yielding the current right-of-way bordering the property at 36 Rockwood Road.

As railroad construction commenced and the demand for new buildings at the town center increased, farms on Rockwood Road began to be subdivided. Ware started partitioning his property on the west side of the street in 1851, selling a parcel to the Rev. John Dwight. Dwight was pastor of Union Congregational Church, located south of the historic district near Town Hill. The house built for the Rev. Dwight and his family was later replaced by the dwelling at 35 Rockwood Road (see below).

In 1855, two years before his death, Darius Ware began distributing his holdings to his children. Only those parcels within the district boundaries are noted here. Cyrus Ware (1826-1879) acquired a small parcel adjacent to the railroad station, which Cyrus improved with construction of the building at 15 Rockwood Road (ca. 1850, NOR.37, sketch map 2, photo 6). Though Cyrus Ware was a farmer, the 1858 map describes this building as a store. Darius Ware, Jr. (1820-1902), also a farmer, acquired the remainder of the homestead parcel, then encompassing about 30 acres with buildings on the west side of the street, including the family home at 29 Rockwood Road and adjacent house at 27 Rockwood Road (mid 19th century, NOR.40, sketch map 10, photo 7). The reason for construction of the second house on the homestead has not been determined; the house may have been built for a member of the extended Ware family [Fales, 47-48; Norfolk County deeds, 202:258, 254:155].

On the opposite side of the street, north of Mann's house, Lowell A. Kingsbury subdivided the farm he purchased in 1847 from Caleb Holbrook of Pawtucket, RI. Holbrook, whose maternal grandparents were Asa and Phoebe (Ware) Ware, had acquired the property from his mother [Norfolk County deeds 99:174, 103:33, 144:301, 173:103]. Kingsbury, who came to North Wrentham from Franklin, was a manufacturer; research has not confirmed the industry. In 1849, he sold land at the southern edge of his holdings to carpenter Lyman S. Ware (1813-1893), a distant cousin of Darius Ware. Lyman S. Ware appears to have built the home he occupied for many years at 22 Rockwood Road (ca. 1850, NOR.198, sketch map 7, photos 1 and 5). The 1850 census lists Kingsbury as a resident in the household of the elder Darius Ware. Deeds indicate that by 1851, Kingsbury lived in, or near, the James Buckley House, 30 Rockwood Road (third quarter, 19th century, NOR.201, sketch map 13, photo 12), but sold his holdings here in 1853 [Norfolk County deeds, 197:14, 202:258, 256:85].

Industrial activity in North Wrentham (Norfolk) during the Early Industrial period took the form of single-building mills in scattered residential settings and clusters of mills at waterside locations, among them the Stop River, Stony Brook, Abbyville (later Bush Pond), and City Mills. In 1837, the principal industries were cotton mills, a woolen mill, and the manufacture of straw bonnets, boots, and shoes. Walpole Foundry operated on Campbell Street (ca. 1826-1839), followed by a paper mill. Straw bonnets had the greatest value of all goods manufactured in North Wrentham: \$77,815, with 35,126 bonnets produced [Barber, 492]. A straw manufactory operated for a short time in North Wrentham under the management of a Mr. Allen and then a Mr. Perry [Warner, 664]; its location has not been confirmed. The neighboring town of Foxborough was a major center for the manufacture of straw bonnets. Union Straw Works of Foxborough, founded by Oliver, Erastus, and Warren Carpenter in 1853, was described in 1864 as "the largest manufactory of the kind in either this country or Europe." The company employed more than 3,000 workers in 1864: 800 individuals in the factory and 2,500 others who lived within a twenty-mile radius and worked off-site, shaping and sewing straw braid on a "carry-out" basis into bonnets, which were then returned to the factory for finishing² ["Straw Bonnets"].

² The finishing process involved bleaching, drying, blocking, pressing, and stiffening (i.e., sewing thread-covered wire around the bonnet edges to hold the shape).

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The straw shop in this historic district may have been established as a carry-out destination supporting Union Straw Works in Foxborough. Though little information on the business has been located to date, the shop appears to have operated from ca. 1854 to ca. 1870. The building, converted about 1915 to a residence at 26 Rockwood Road (NOR.200, sketch map 9, photo 8), has been dated to ca. 1866, but may be earlier. In 1854, Asa B. Lowell, Cyrus Ware, and Jeremiah Blake, as trustees of the Union Company, purchased a parcel of land in front of the straw shop "for the sole use and benefit of the members" of the company. Blake was a straw goods manufacturer. The conveyance included an easement over an adjoining strip of land that served as a right-of-way from the street to "the building known as the straw shop" [Norfolk County deeds, 233:35 and 256:85]. The front parcel was developed with the dwelling at 24 Rockwood Road (ca. 1855, NOR.199, photos 1 and 8), which may have served as a boardinghouse for straw workers. Jason S. Thompson operated a boardinghouse in this approximate location in 1855; in addition to Thompson's family, twenty women, ages 16 to 41, and one man resided there [maps and atlases; 1855 census; Norfolk County deeds, 248:16].

Among the sixteen stockholders of the Union Company in 1856 were residents and owners of property in the historic district. Cyrus Ware, a farmer as well as company trustee, was associated with 15 Rockwood Road. Lyman S. Ware, the carpenter, resided at 22 Rockwood Road. Hubbard C. Gale, who is described as a hatter by trade in the 1850s and later a farmer, resided at the former Mann house at 16 Rockwood Road, which he purchased from Salmon Mann in 1858. Also among the stockholders were paper manufacturers Thomas and George Campbell. In 1870, at least four married women residing in the historic district were employed in a bonnet factory (straw works): Sarah A. Dupee, by then a resident of 15 Rockwood Road, wife of Nelson, a farmer; Susan P. Ware of 22 Rockwood Road, wife of Lyman; Mercy Fuller, possibly of 27 Rockwood Road, wife of Obed, a boot-factory worker; and Hannah L. Gale of 16 Rockwood Road, wife of Hubbard [Norfolk County deeds, 248:16 and 263:310; 1855 census; 1870 census].

Paper manufacturers Thomas Campbell and his brother George Campbell, immigrants from Newcastle, England, acquired Lowell Kingsbury's holdings on Rockwood Road in 1853, sold the boardinghouse parcel at 24 Rockwood Road to the Union Company in 1854, and were company stockholders by 1856. It appears that either Lowell Kingsbury or the Campbells constructed the building known as the straw shop at 26 Rockwood Road. As paper manufacturers with mills on Campbell Street at the Wrentham/Walpole town line (Norfolk in 1870) and at Rockville on the Charles River in Medway (Millis in 1885), the Campbell family may have sought to establish an additional business location at the railroad junction here. The firm of T. & G. Campbell was insolvent in 1858, and its real estate subsequently conveyed to another brother, Stephen Campbell of Medway and later Racine, Wisconsin, who divided and sold the property on the east side of Rockwood Road [Fales, 179; Norfolk County deeds, 256:85; Mass. Business Directory; Jameson, 202]. Thomas Campbell remained a resident of the historic district into the 1860s, though his house has not been determined.

By the time the Town of Norfolk was incorporated on February 23, 1870, Rockwood Road immediately north of the railroad station was established as the northernmost area of concentrated village development at the town center. The Baptist Society church constructed at 28 Rockwood Road (1863, NOR.49, sketch map 11, photos 1-3, NRIND 1989) was the first house of worship at North Wrentham not built on or adjacent to Town Hill. The Society had conducted services in the former North Parish meetinghouse since 1842 before relocating to Rockwood Road. Samuel P. Blake and Lewis G. Miller, as deacons of the First Baptist Society of North Wrentham, purchased the half-acre parcel in 1860 from Stephen Campbell [Norfolk County deeds, 321:46]. The vacated meetinghouse on Town Hill later served as Norfolk's first town house. With North Wrentham as its institutional focus and town center, the new town in 1870 also encompassed small sections of Walpole (at Campbell Street on the east), Franklin (at City Mills on the west), and Medway (at Holbrook Street on the north).

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Norfolk's population during the Late Industrial period (ca. 1870-1915) fluctuated from 825 to 1,089 persons. Irish immigrants initially constituted the largest group among the foreign-born population, with Polish, Italian, and Scandinavian families increasingly represented in the early 20th century. The town established, in the fourth quarter of the 19th century, a town house, public library, tramp house for the feeding and lodging of "poor travelers," and a hook and ladder company, all in buildings on Town Hill south of the Rockwood Road Historic District, though the library subsequently operated in a variety of locations after 1880 [Bartholomew comments]. On Town Hill, only the Tramp House, also known as "The Lock-up," Liberty Lane (1886, NOR.18, NOR.G) and the North School, 139 Main Street (1845, NOR.19, NOR.G) survive, the latter now integrated with the design of the Norfolk Public Library (2005).

Railroad activity at the town center continued to expand as connections were established to more distant locations. In 1875, the Boston-based New York & New England Railroad took over the Norfolk County line, previously operated by the Boston, Hartford & Erie Railroad [Karr, 292, 299]. In addition to trains making local stops, the New England operated, on a second set of tracks from 1891 to 1895, its famous New England Limited service between Boston and New York, passing through Norfolk. Dubbed the "White Train" or the "Ghost Train" for its distinctive white-painted cars with gold lettering, the train made the one-way trip in approximately five hours and forty minutes, stopping only in Connecticut en route. The New York, New Haven & Hartford Railroad took over operations on this line in 1898.

At the northern end of the town center, in 1875 the town accepted the widening of a segment of the present Rockwood Road (Railroad Street) from the railroad station to the Baptist church, on the petition of Charles W. Howe, a shoemaker, and 37 others [Fales, 104-105]. That year, Howe's wife, the former Susan E. Everett, had purchased a parcel of land from Darius Ware, Jr., where the couple built their residence at 19 Rockwood Road [Norfolk County deeds 471:23]. Described in deeds from the third quarter of the 19th century as the "road past the railroad station" or the "road to East Medway," the road through the historic district was consistently known as Railroad Street after 1885, when the new town of Millis was incorporated from a part of Medway.³

Adjacent to the railroad station, Sarah A. (Ray) Dupee (1820-1906) operated a succession of businesses from the building she acquired from Cyrus Ware in 1866, now 15 Rockwood Road, which also served as the Dupee home. Following the death of her husband, Nelson Dupee, in 1875, Sarah Dupee maintained a restaurant here, and later (1890) a dry goods and grocery store. She sold the building in 1893 to George Thayer, who may have added the cross-gable, Colonial Revival-style addition at the western end. Thayer was employed by the railroad in 1900 as a flagman, along with his four sons and two of his boarders, who held positions as baggage master, baggage handler, fireman, or section hand. In later years, this building housed a post office, as well as a real estate office [Norfolk County deeds, 347:12 and 692:133; directories and census; Dupee death record, MVR 1841-1910, 275:263; Early Norfolk Revisited, 23; NHC files].

Sarah Dupee was a party to real estate transactions involving other buildings in the Rockwood Road Historic District. In 1887, she conveyed to Cornelius J. Murphy the boardinghouse at 24 Rockwood Road and the separate straw works building behind it, now 26 Rockwood Road, both of which she had acquired in her own right, "free from the interference or control of her present or any future husband," in 1872

³ At its full length, Railroad Street extended beyond the historic district boundaries on the north and south. North of the historic district, the Railroad Street designation extended as far as the intersection with Cleveland Street. South of the historic district, what was once known as Railroad Street, between Main Street and Union Street, later became an extension of Union Street [Bartholomew comments]. The nomination narrative is not intended to account for name changes on all segments of the longer road connecting Norfolk Center and Millis.

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[Norfolk County deeds, 427:263]. In 1893, Mrs. Dupee purchased the former minister's house lot at <u>35</u> Rockwood Road (ca. 1893-1902, NOR.202, photo 11) from Elbridge W. Giles, and appears to have built the present house, which is not illustrated on the 1888 atlas. Mrs. Dupee may have had the house built as an investment. She sold the property in 1902, and died four years later in Franklin [MVR, 1841-1911; Norfolk County deeds 692:132 and 937:121].

The Baptist Society at 28 Rockwood Road enjoyed a revival in membership from 1882 to 1898 with the return of the Rev. Daniel Rounds, who remained pastor until his death. Succeeding him was the Rev. Walter L. Sykes, who occupied the house built by William M. Comey at 43 Rockwood Road (1888, NOR.205, sketch map 16). Comey, a bonnet-wire manufacturer at City Mills, acquired the land from Darius Ware, Jr., in November 1887 but did not live here, residing instead on Main Street at City Mills next to Comey's Pond [Bartholomew comments]. Walter Sykes was the town's librarian from 1890 through 1911, when the library was located in the Town House on Town Hill [directories; Norfolk County deeds, 602:567; Norfolk Grange Hall NR nomination; Bartholomew, "Librarians of Norfolk"].

Though the straw works at <u>26 Rockwood Road</u> had closed, the area adjacent to the rear of the Baptist church remained a location for small businesses into the early 20th century. Blacksmith and wheelwright George F. ("Fred") Campbell lived and worked in a small building behind the church in 1902. He relocated the business to 118 Main Street (NOR. 140, NOR.141) by 1909. Campbell's building in the historic district was demolished at an undetermined date. Also here was Charles E. Bonney, who ran a provisions store at the back of the house at <u>24 Rockwood Road</u> from ca. 1890 until at least 1909. Herbert Kunde later ran a meat market from this store space, which has since been converted to residential use.

Property ownership in the historic district mirrored the trend in Norfolk generally, as recent immigrants to the United States blended with residents from the town's founding families. In the 1870s, the Buckley and Murphy families built their homes on Railroad Street (Rockwood Road). Irish immigrants James Buckley, a farmer, and Cornelius J. Murphy, a teamster and later a wood and lumber dealer, were related by marriage. Buckley had married Bridget Watson in 1866; the couple lived at 30 Rockwood Road. Murphy had married Elizabeth Watson in 1871; the couple built their home next door at 36 Rockwood Road (ca. 1878, NOR.203, sketch map 15, photo 10), on land they purchased from Bridget Buckley. The Watson sisters, from County Galway, Ireland, were employed as domestics in 1865, residing with their brother, Thomas Watson, a laborer, in the Railroad Street (Rockwood Road) household of paper manufacturer Thomas Campbell. The house location has not been confirmed. Thomas Watson married into the Campbell family in 1868 and moved closer to the Campbell paper mill in the east part of Norfolk [1865 census; MVR 191:3 (Buckley-Watson); MVR 236:186 (Murphy-Watson); MVR 209:332 (Watson Campbell)].

The Buckley and Murphy families maintained connections to properties in the district well into the 20th century. Before relocating to Norfolk, James Buckley (1838-1884) lived in East Medway near members of the Campbell family and was employed at a paper mill. After his death at age 46 [MVR 356:261], his son, James F. Buckley, remained at 30 Rockwood Road, running a teaming and jobbing business and an ice dealership, including an icehouse on Mann Pond [Bartholomew comments]. The younger Buckley was one of Norfolk's Commissioners of Highways from 1900 to 1913, and appointed the town's first road superintendent in 1926, when the office of Road Commissioners was abolished [Fales, 175]. Cornelius J. Murphy (1847-1929) was born in County Cork, Ireland [see death record for son, Robert William Murphy, MVR 293:270], came to the United States as a child, and was raised in North Wrentham (Norfolk). About the time of his marriage in 1871, Murphy reportedly rented the Lyman S. Ware House at 22 Rockwood Road before building the house at 36 Rockwood Road, where he remained until 1895. Described as having held "nearly every office in the town," Murphy was a selectman from 1886 to 1896; a member of the Knights of Columbus; a charter member of the Catholic Order of Foresters, a fraternal

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life insurance society; and later vice-president of the Benjamin Franklin Savings Bank [Fales, 172, 188; Murphy family information]. After 1895, Cornelius and Elizabeth Murphy moved south of the railroad tracks to a residence outside the district boundaries, at 2 Rockwood Road (1850, demolished 1949). Murphy acquired the house, along with the lumber and livery business, following the death of his mentor and business partner Josiah Ware (1812-1895), the first depot master in North Wrentham (Norfolk) and a first cousin of Darius Ware, Jr. Both Wares were grandsons of Josiah Ware of Ware Tavern (demolished, see above), located south of the historic district.

On the west side of Rockwood Road, the Darius Ware homestead parcel remained largely intact through the end of the Late Industrial period, with only small lots at the periphery having been subdivided and sold in 1875 to Charles Howe (19 Rockwood Road, see above) and in 1888 to William Comey (43 Rockwood Road, see above). In 1900, Darius Ware, Jr., conveyed the homestead parcel to his son, Elmer Ervin Ware (1865-1954). The homestead, which still included the two dwellings at 27 Rockwood Road and 29 Rockwood Road, extended southwest to the right-of-way of the abandoned Medway Branch Railroad. This parcel was one of twelve parcels in Norfolk and Wrentham that Elmer Ware acquired from his father, who died in 1902 [Norfolk County deeds, 881:545].

During the Early Modern period (ca. 1915-1940), both Rockwood Road, through the center of the historic district, and Boardman Street, at the district's northern edge, were named for World War I servicemen whose families lived in the vicinity. Rockwood Road in the historic district was previously Railroad Street, and Boardman Street was previously Avery Street. Private Evan Benjamin Rockwood (1888-1918), a Norfolk native who served in the US Army's 327th and 461st Aero Squadrons, died of illness at Gerstner Field, Lake Charles, Louisiana. Before enlisting in the Army in 1917, Rockwood was employed as a house carpenter, and resided with his parents, Nathan H. and Harriet L. Rockwood, in a home north of the district boundaries. A marker honoring his service is situated south of the historic district, at the intersection of Main Street and Rockwood Road [Bartholomew comments]. Second Corporal Seaman Graham Hatch Boardman (1897-1918) was born in Somerville, MA, moved to Norfolk about the age of thirteen, and enlisted in the US Navy in 1917, serving at the Naval Training Station in Newport, RI, and the Naval Radio School in Cambridge, MA. He died, also of illness, at the residence of his parents, Claude and Mary Boardman, on Avery Street [Gold Star Record, II:406; Boardman death record]. The Boardman Monument (ca. 2015, NOR.9024, sketch map A), at the northeast corner of the Rockwood Road-Boardman Street intersection, honors his service.

A dwindling Baptist congregation merged with the Union Congregational Church in 1918 to form the Federated Church of Norfolk. This development led the Massachusetts Baptist Conference to sell the church building at 28 Rockwood Road to the Norfolk Grange in 1921. Formed in 1886, the Norfolk Grange provided classes for farmers, a voice for farmers in local political matters, and a venue for social gatherings of townwide interest. After the town hall on Town Hill burned December 5, 1922, and was not replaced, activities that ordinarily would have taken place in the town hall were conducted at the grange hall from 1922 to 1949, including Town Meeting, voting, school graduations and plays, and dances. The Public Library occupied the room at the rear of the building from 1922 to 1956, when new library quarters were built outside the district. As noted previously, "the variety of town activities that took place . . . under the sign 'Grange Hall' is an indication of the importance of the Grange in a small Massachusetts town and a reminder of Norfolk's agricultural heritage" [Norfolk Grange Hall NRIND (Pyne)].

Immediately south of the historic district, the New York, New Haven & Hartford Railroad ("the New Haven") operated eight daily passenger trains through Norfolk in 1919 and twelve daily trains in 1935. Freight also traveled the line [Karr, 292]. Passenger stations, both demolished, occupied the same site on the north side of the tracks, northwest of the grade crossing on Rockwood Road. Residents of the historic

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district who worked for the railroad included David H. Murphy, employed at various times as a baggage master, ticket collector, and conductor (27 Rockwood Road) and 36 Rockwood Road); Edward McClure, a railroad-car shop repairman (26 Rockwood Road); and George Day Fisher, a tinsmith (35 Rockwood Road).

Aside from those district residents working for the railroad, by the end of the second quarter of the 20th century most residents were employed in trades or other enterprises typically associated with a center village. Only Elmer Ervin Ware, at 29 Rockwood Road, was a farmer in 1920. Other occupations included a rural mail carrier, owner of a beef market, schoolteachers, and men engaged in teaming or planing lumber at the lumber mill nearby.

Various buildings in the district continued to be associated with Cornelius J. Murphy or his family. After Murphy moved to a residence outside the boundaries of this historic district (see above), his brother, David, and sister-in-law, Myra (Ware) Murphy, then made their home at 36 Rockwood Road. Myra Murphy was the sister of Elmer Ervin Ware. Cornelius Murphy also retained ownership of the boardinghouse at 24 Rockwood Road; the former straw works behind it; and two other small buildings on the same parcel (both demolished), known as the Joe House and the Bonney-Kunde Meat Market. About 1915, Murphy renovated the straw-works building at 26 Rockwood Road as a residence for his son, Michael Murphy (1873-1917), and daughter-in-law, the former Anna Laura (A. Laura) Smith. After Michael Murphy's death, his widow took in boarders, among them school teachers and school principals, along with Edward McClure, whom she married in 1925. The property line between 24 Rockwood Road and the former straw works at 26 Rockwood Road was established in 1930 as the estate of Cornelius Murphy was settled [Norfolk County deeds, 1909:172], with title of the straw works building being conveyed to the children of Michael Murphy. Their mother, A. Laura Murphy McClure (d. 1985), continued to live here, and became the town's librarian in 1931, working from the small room in the rear of the Grange Hall next door. Norfolk's only librarian for more than 30 years when she stepped down as head librarian in 1969, Mrs. McClure remained with the library as a volunteer until 1976 [Bartholomew, History, "Librarians of Norfolk;" Murphy family].

Another brother of Cornelius Murphy, John W. Murphy, apparently resided at 16 Rockwood Road in the 1920s. He drove a team and worked for the lumber business for 50 years, and was the janitor at Center School for five years, treasurer of the Norfolk Brass Band, and a member and former engineer of the town's fire department [Fales, 188]. John W. Murphy sold land in 1926 to Melvin H. Pagington [Norfolk County deeds, 1700:497]. A plumber in the Norfolk business that bore his name, Pagington built the only Early Modern-period house in the historic district, the bungalow at 20 Rockwood Road (ca. 1926, NOR.197, sketch map 6, photo 13).

Development of automobile highways in Norfolk during the Early Modern period brought improvements to Rockwood Road as a segment of MA Route 115, extending from MA Route 27 in Sherborn through Millis and Norfolk to MA Route 140 in Foxborough. This route, encompassing Rockwood Road, North Street, Pond Street, and Pine Street in Norfolk, connected to Route US 1A (Dedham Street), which was a principal regional route from Boston to points southwest. Work on Rockwood Road, under the direction of the Norfolk County Commissioners, included a relocation and widening project in 1926 [Norfolk County deeds, Pl. Bk. 106:117-118].

In the Modern period (ca. 1940-1965), many residents of the historic district's buildings had lived on Rockwood Road for 30 years or more. Norfolk's population increased approximately 25 percent from 1945 to 1950, and another 34 percent by 1960, at which point the town numbered 2,678 persons. As a portion of the town center, the district area continued to serve mixed uses: mostly residential, with small

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restaurants catering to local residents, and town government and grange activities occurring at the Norfolk Grange Hall.

Arthur Sumner, previously the proprietor of a meat market, was in 1940 the manager of a "light lunch restaurant," and his wife, Jessie, was a cook. It is not clear whether they operated a restaurant at their home, 19 Rockwood Road, or next door, at the former Dupee Restaurant at 15 Rockwood Road, then owned and occupied by Eva Thayer. Carlton and Elizabeth Greene, who resided at 43 Rockwood Road near Boardman Street, opened a restaurant in a new building (ca. 1944-1953, NOR.204, photo 14) constructed immediately south of their house, on land they acquired from Elmer E. Ware in 1944. The building is still in commercial use as offices.

In 1945, Elmer E. Ware (1865-1954) conveyed what remained of the family homestead on the west side of Rockwood Road to his son, Ervin Darius Ware. This transaction included the principal family dwelling at 29 Rockwood Road and the adjacent dwelling at 27 Rockwood Road, the latter evidently maintained as rental property [Norfolk County deeds, 2571:225]. Unlike his father, grandfather, and great-grandfather, Ervin Ware was not a farmer; he was employed as a clerk at the US Post Office. Ervin Ware would partition the farm further, selling more parcels from 1955 to 1962, which were subsequently developed (see below).

Reflecting post-World War II suburban development were the last two houses constructed in the Rockwood Road Historic District, both on the east side of the street. Geneva G. Hall subdivided the property associated with the Salmon Mann House, 16 Rockwood Road, to create additional parcels at 18 Rockwood Road (ca. 1948-1952, NOR.195, sketch map 4), which she sold to Seth and Eloise Armen, and 14 Rockwood Road (ca. 1956-1963, NOR.194, sketch map 1, photo 15), which she sold to John and Leila Lang [Norfolk County deeds, 3094:453 and 4089:712]. Seth Armen was an accountant in the Boston firm of Lybrand, Ross Brothers & Montgomery. John J. Lang was a carpenter. Geneva Hall also apparently developed Darius Ware, Sr.'s "pond pasture" (also known locally as a marsh pasture), east of the Rockwood Road Historic District, with a residential subdivision that includes a street bearing her name.

In the absence of a dedicated town hall building, most town business, including Town Meeting and voting, was conducted at the Norfolk Grange Hall, 28 Rockwood Road, until 1949. The Grange Hall also continued to house the Norfolk Public Library until 1951 [Bartholomew comments], when the library relocated to the former North School, 139 Main Street (1845, see NOR.19). With the departure of the library, the grange hall returned to private institutional use. The Roman Catholic parish of St. Jude, established in 1947, held masses at the grange hall until 1950. Before building a permanent church at 86 Main Street east of the town center, the Roman Catholic Archdiocese of Boston acquired the former Ware Tavern (ca. 1770, NOR.34, see above) south of the historic district for parish use as a rectory and chapel (demolished 1981).

Long-distance railroad service through Norfolk ended in 1955, when hurricane damage west of Putnam, CT, caused the New Haven railroad to terminate service at Blackstone, southwest of Norfolk. This action effectively limited the road's passenger traffic to service for Boston-bound commuters. The passenger station, located at the northwest corner of the grade crossing over Rockwood Road, had burned ca. 1947 and was subsequently replaced (see below). In 1960, eight passenger trains per day traveled through Norfolk over this route [Karr, 292; Bartholomew comments].

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Rockwood Road after the Period of Significance

The character of areas immediately adjacent to the historic district changed after ca. 1967. West of the historic district, a second tier of residential construction developed off Rockwood Road, between the district buildings and the path of the old Medway Branch line farther west. This construction occupied the parcels Elmer E. Ware and his son, Ervin Darius Ware (1903-1969), had divided from the family farm between 1944 and 1962. Single-family houses were built in secluded settings, set back 200 feet or more from the street. These parcels, some with narrow frontage on Rockwood Road, have been excluded from the district boundaries, along with the nine-building Hillcrest Village complex at 33 Rockwood Road, developed by the Norfolk Housing Authority for senior housing in 1972-1974. In a related development, the side-by-side Ware houses at 27 Rockwood Road and 29 Rockwood Road were divided into two separate parcels in 1968 with the sale of 27 Rockwood Road, marking the first time either dwelling was conveyed outside the Ware family [Norfolk County deeds, 4519:239].

East of the historic district, Bicentennial Park abuts seven district parcels on their eastern or northern edges. The park is one of two contiguous tracts the town of Norfolk acquired from the Buckley family, the first being the site of the Freeman-Kennedy School, 70 Boardman Street (2012, originally the site of the Norfolk Central School, later known as the A. J. Freeman School). Visible within the historic district, but excluded from district boundaries, is an access road to the Freeman-Kennedy School, entering Rockwood Road between the Grange Hall, 28 Rockwood Road, and the James Buckley House, 30 Rockwood Road. The access road occupies a 40-foot-wide strip that runs roughly through the center of the parkland to the rear of the elementary school complex. Remaining district properties on the east side of Rockwood Road adjoin a 1950s residential subdivision on Ware Drive, Geneva Street, and Malcolm Street.

Bordering the historic district at its southern edge, the second passenger railroad station, built on the site of the station that burned ca. 1947, was demolished by the Massachusetts Bay Transportation Authority (MBTA) around the 1970s [Bartholomew comments]. The present passenger shelter is of more recent vintage. The MBTA operates the commuter rail today.

The town of Norfolk has funded this National Register nomination using Community Preservation funds, with the Norfolk Historical Commission administering the project.

Archaeological Significance

Since patterns of ancient Native American settlement in Norfolk are basically unknown, any surviving sites could be significant. Ancient sites in this area may contribute important information related to Native subsistence and settlement activities along the interior Charles River drainage, for which we have little information. Research in neighboring towns indicates many sites in this area may be small, belonging to a class of small, low-density, low-diversity, temporary, special-purpose-type sites. Larger sites could be present around the large bodies of water in the region; however, none are located in the general area of the nomination. Ancient sites in this area may also contribute important information related to the socio/political relationships of Native people in neighboring riverine drainage basins. The Rockwood Road Historic District lies within the interior Charles River drainage; in addition, the interior Neponset River drainage is located five miles to the east and south of the district, and the Taunton River/Mount Hope/Narragansett Bay drainage lies a similar distance to the south. The Mill River drains to the south, and the Blackstone River approximately one mile west of the district. Ancient Native American sites in this area may contain information related to the local and regional socio/political influence of Native social groups in these drainages, and how these relationships changed through time. The potential

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information discussed above could test commonly held belies pertaining to riverine-drainage settlement hypotheses.

Historic archaeological resources discussed above may contribute important information related to the early settlement of Norfolk over two centuries of growth and development in the district and town, and the social, cultural, and economic characteristics of the town's inhabitants. Archaeological evidence associated with an 18th-century farmstead may survive, located at the site of the Ware Homestead on Boardman Street. These remains may contribute important information related to the earliest identified settlement in the district, the architectural characteristics of the farmhouse, and the building patterns of 18th-century farmsteads in the town of Norfolk.

Structural evidence of outbuildings, combined with detailed analysis of the contents of the occupationalrelated features, may contribute important information related to the activities conducted at farmsteads in the district from the 18th through the 20th centuries. At the site of the Ware Tavern (ca. 1770, demolished 1981), archaeological evidence from occupational-related features may contain important information associated with the social, cultural, and economic characteristics of the tavern's residents and its clientele. Information relating to the architectural characteristics of the tavern and its construction may also be obtained through analysis of structural remains of the building. Straw bonnets were the most valuable commodity manufactured in Norfolk during the 19th century. Much of this manufacturing was done in the home in straw-shop cottage industries. The analysis of structural evidence of outbuildings, and the detailed analysis of the contents of occupational-related features, may contribute important evidence that indicates how straw manufacture interrelated with farming and other occupations pursued in the district. Information may also be available pertaining to technologies in use, the products and/or services provided, and the relationship of larger shops and factories with farms in the area and other local interests. Archaeological evidence from agricultural-related outbuildings may contribute information related to the type of agriculture and husbandry at farmsteads in the district. Detailed analysis of the contents of occupational-related features associated with residential, commercial, and industrial sites located in the district may contribute evidence related to the kinds of products that were needed by the local community.

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Rockwood Road Historic District Name of Property

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

United States Department of the Interior National Park Service / National Register of Historic Places Registration Form OMB No. 1024-0018 NPS Form 10-900 Rockwood Road Historic District Norfolk County, MA Name of Property County and State Primary location of additional data: X State Historic Preservation Office Other State agency Federal agency Local government University Other Name of repository: Historic Resources Survey Number (if assigned): NOR.F, 5, 16, 37, 39, 40, 49, 194-205 10. Geographical Data Acreage of Property approximately 16 acres Use either the UTM system or latitude/longitude coordinates Latitude/Longitude Coordinates Datum if other than WGS84: (enter coordinates to 6 decimal places) 1. Latitude: Longitude: Or **UTM References** Datum (indicated on USGS map): NAD 1983 Zone: 19 307670 Northing: Easting: 4665790 307790 Northing: B. Zone: 19 Easting: 4665570 C. Zone: 307680 Northing: 19 Easting: 4665530 Zone: 19 Easting: 307540 Northing: D. 4665720

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Verbal Boundary Description (Describe the boundaries of the property.)

Boundaries of the nominated district are shown on the accompanying Town of Norfolk assessors' sheets (Maps 14 and 15).

Boundary Justification (Explain why the boundaries were selected.)

The district boundaries include the greatest concentration of intact historic resources associated with Rockwood Road and Norfolk's town center during the period of significance, including the <u>First Baptist Church of North Wrentham–Norfolk Grange Hall, 28 Rockwood Road</u> (NRIND 1989). District boundaries exclude five parcels that do not reflect the historic pattern of village development lining the street; each displays a long driveway of 200 feet or more connecting to late 20th-century residential or municipal uses. District boundaries cross the rights of way to exclude these five parcels, which would otherwise be noncontributing.

11. Form Prepared By

Kathleen Kelly Broomer, Preservation Consultant; Betsy Friedberg, NR Dir., MHC name/title: Massachusetts Historical Commission organization: street & number: 220 Morrissey Boulevard 02125 city or town: Boston state: MA zip code: e-mail: betsy.friedberg@sec.state.ma.us telephone: (617) 727-8470 date: February 2017

Additional Documentation

Submit the following items with the completed form:

- Maps: A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- Sketch map for historic districts and properties having large acreage or numerous resources.
 Key all photographs to this map.
- Additional items: (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Rockwood Road Historic District

City or Vicinity: Norfolk
County: Norfolk
State: MA

Photographer: Kathleen Kelly Broomer, preservation consultant

Date of Photographs: June-September 2015

Location of Digital Files: Massachusetts Historical Commission,

220 Morrissey Boulevard, Boston, MA 02125

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 15 Left to right: First Baptist Church-Norfolk Grange Hall, 28 Rockwood Road; 24 Rockwood Road; and Lyman S. Ware House, 22 Rockwood Road. View northwest.
MA_Norfolk County_Rockwood Road Historic District_0001

- 2 of 15 First Baptist Church-Norfolk Grange Hall, 28 Rockwood Road. View southeast. MA_Norfolk County_Rockwood Road Historic District_0002
- 3 of 15 Rockwood Road from Salmon Mann House, 16 Rockwood Road (foreground), to First Baptist Church-Norfolk Grange Hall, 28 Rockwood Road. View northwest.
 MA Norfolk County Rockwood Road Historic District 0003
- 4 of 15 Darius Ware House, 29 Rockwood Road. View west.

 MA Norfolk County Rockwood Road Historic District 0004
- 5 of 15 Lyman S. Ware House, 22 Rockwood Road. View north.

 MA Norfolk County Rockwood Road Historic District 0005
- 6 of 15 Dupee House and Restaurant, 15 Rockwood Road. View west.

 MA_Norfolk County_Rockwood Road Historic District_0006
- 7 of 15 Ware-Murphy House, 27 Rockwood Road (left), and Darius Ware House, 29 Rockwood Road. View northwest.

MA_Norfolk County_Rockwood Road Historic District_0007

8 of 15 Murphy-McClure House, 26 Rockwood Road (background), and 24 Rockwood Road (foreground). View east.
MA Norfolk County Rockwood Road Historic District 0008

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- 9 of 15 Charles W. Howe House, 19 Rockwood Road. View west.

 MA_Norfolk County_Rockwood Road Historic District_0009
- 10 of 15 Cornelius J. Murphy House, 36 Rockwood Road. View northeast. MA_Norfolk County_Rockwood Road Historic District_0010
- 11 of 15 35 Rockwood Road. View northwest. MA_Norfolk County_Rockwood Road Historic District_0011
- 12 of 15 James Buckley House, 30 Rockwood Road. View east. MA Norfolk County Rockwood Road Historic District 0012
- 13 of 15 Melvin H. Pagington House, 20 Rockwood Road. View southeast. MA Norfolk County Rockwood Road Historic District 0013
- 14 of 15 Greene's Restaurant, 43 Rockwood Road. View west. MA_Norfolk County_Rockwood Road Historic District_0014
- 15 of 15 14 Rockwood Road. View northeast.

 MA Norfolk County Rockwood Road Historic District 0015

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

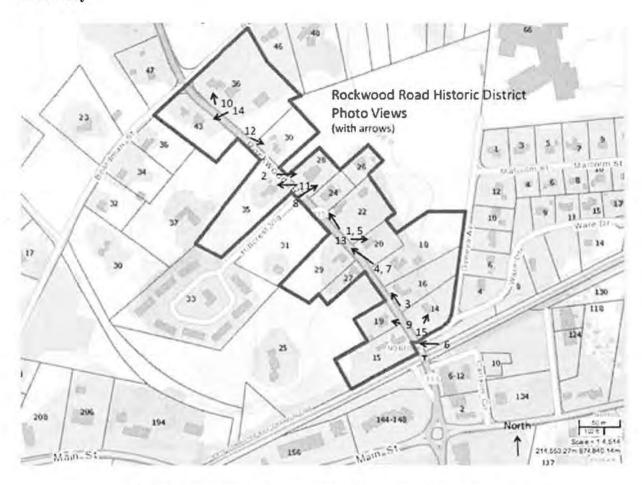
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Norfolk County, MA County and State

Rockwood Road Historic District

Name of Property

Photo Key



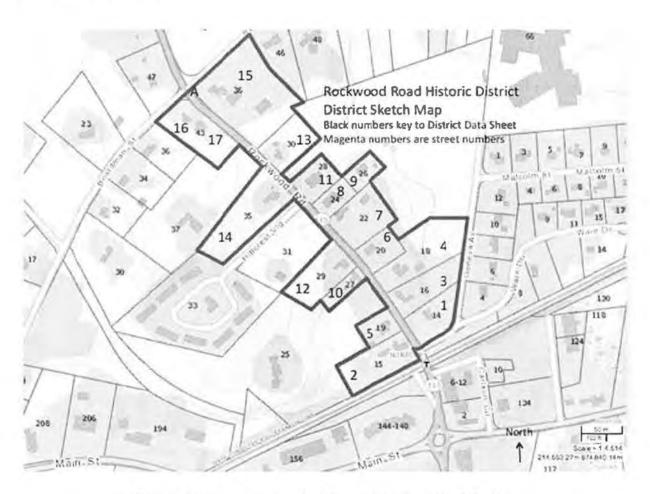
Source: http://maps.massgis.state.ma.us/map_ol/norfolk.php Annotated with district boundary and photo numbers October 2015

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Rockwood Road Historic District

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District Sketch Map



Source: http://maps.massgis.state.ma.us/map_ol/norfolk.php
Annotated with district boundary and sketch map numbers

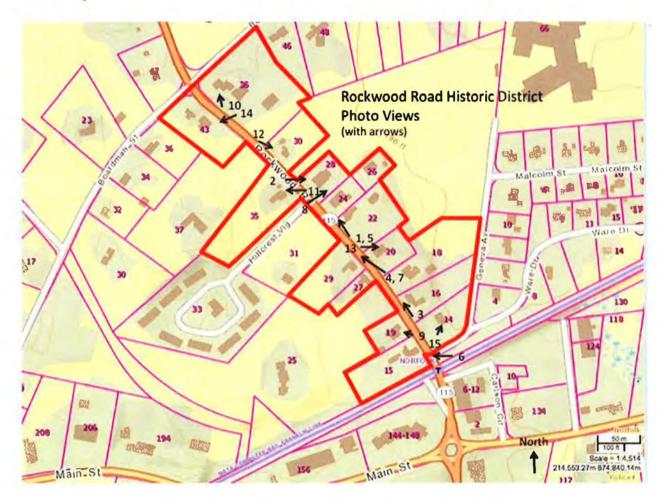
October 2015

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Rockwood Road Historic District

Name of Property

Photo Key



Source: http://maps.massgis.state.ma.us/map_ol/norfolk.php
Annotated with district boundary and photo numbers

October 2015

Rockwood Road Historic District Norfolk (Norfolk County), Massachusetts

Assessor's Map-Block- Lot#	District Sketch Map	MHC#	Historic Name	St#	Street Name	Date of Construction	Style	Resource Type	Status
14-53-1	ų-	NOR.194			Rockwood Road	ca. 1956-1963	Postwar Traditional Cape	В	C
				- 1	fence	ca. 2013		St	NC
14-49-13	2	NOR.37	Dupee House and Restaurant	15 1	Rockwood Road	ca. 1850	Victorian Eclectic	В	C
				1	barn	ca. 1900	No style	В	C
				d	fence	late 20th C	her.	St	NC
14-53-2	3	NOR.5	Salmon Mann House	16 1	Rockwood Road	ca. 1806/1945	Federal/Colonial Revival Cape	В	C
					fence shed	ca. 2000	-	St	NC
14-53-3	4	NOR.195		18 1	Rockwood Road	ca. 1948-1952	No style	В	C
				1	garage	ca. 1948	No style	В	c
14-49-12	5	NOR.196	Charles W. Howe House	19 1	Rockwood Road	ca. 1875	Victorian Eclectic	В	C
				1	garage	early 20th C	No style	В	C
				1	fence	late 20th C	-	St	NC
14-53-4	6	NOR.197	Melvin H. Pagington House	20 1	Rockwood Road	ca. 1926	No style bungalow	В	C
1,7600		1.612.00		1	ooundary marker	ca. 1926	***	0	C
					stone wall	mid 20th C	Same :	St	C
				8	screen house	late 20th C	Sec.	В	NC
				1	pool	late 20th C	a.e.	St	NC
				1	fence shed	late 20th C	***	St	NC
14-53-71	7	NOR.198	Lyman S. Ware House	22 1	Rockwood Road	ca. 1850	No style	В	C
					stone wall	mid 20th C		St	
					barn shed	late 20th C	No style	В	NC
15-53-72	8	NOR.199		24 1	Rockwood Road	ca_1855	Greek Rev./Colonial Rev.	В	C
15-53-73	9	NOR.200	Murphy-McClure House	26 1	Rockwood Road	ca. 1866 (?)	No style cottage	В	C
				3	fence	late 20th C	-	St	NC

Rockwood Road Historic District Norfolk (Norfolk County), Massachusetts

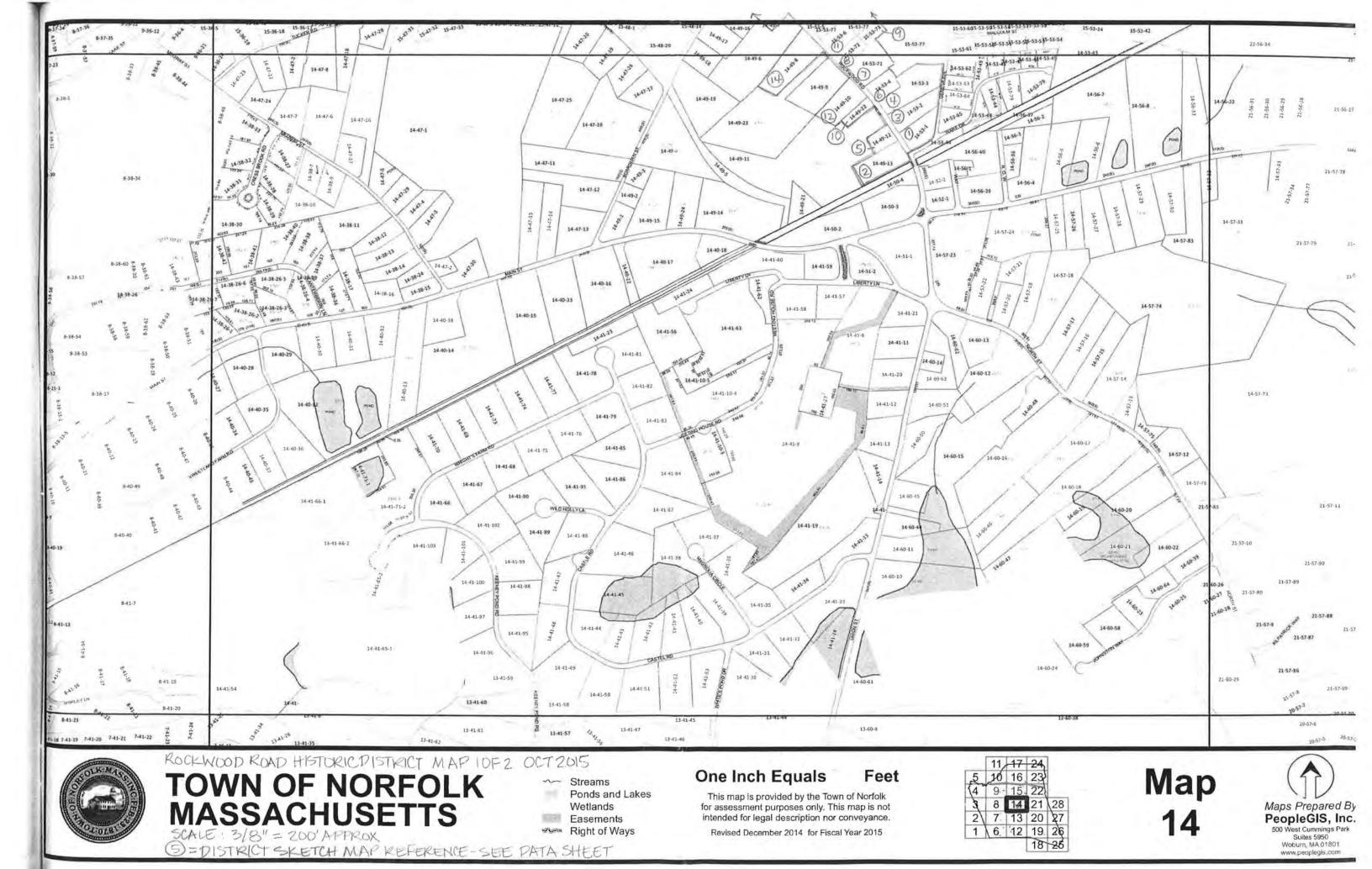
Assessor's Map-Block- Lot #	District Sketch Map	MHC #	Historic Name	St # Street Name	Date of Construction	Style	Resource Type	Status
14-49-22	10	NOR.40	Ware-Murphy House	27 Rockwood Road stone/concrete wall fence	mid 19th C mid 19th C late 20th C	No style	B St St	C C NC
15-53-6	11	NOR.49	First Baptist Church- Norfolk Grange Hall	28 Rockwood Road	1863	Italianate	В	NRIND
14-49-10	12	NOR.39	Darius Ware House	29 Rockwood Road hitching post	ca. 1814 mid 19th C	No style	B	C
15-53-5	13	NOR.201	James Buckley House	30 Rockwood Road shed	third quarter 19th c	Victorian Eclectic	В	Ċ
14-49-8	14	NOR.202		35 Rockwood Road	са. 1893-1902	Victorian Eclectic	В	C
15-53-7	15	NOR.203	Cornelius J. Murphy House	36 Rockwood Road barn picket fence stockade fence garage	ca. 1878 ca. 1920 mid 20th C late 20th C late 20th C	Victorian Eclectic No style	B B St St St	C C C NC NC
no#	A	NOR.9024	2nd Cl. Seaman Graham H. Boardman Monument	Rockwood Rd at Boardman St	ca. 2015	•••	0	NC
14-49-7	16 17	NOR.205 NOR.204	Sykes-O'Connor House Greene's Restaurant	43 Rockwood Road ancillary commercial building standing sign	1888 ca. 1944-1953 late 20th C	Victorian Eclectic Postwar Traditional	B B O	C C NC

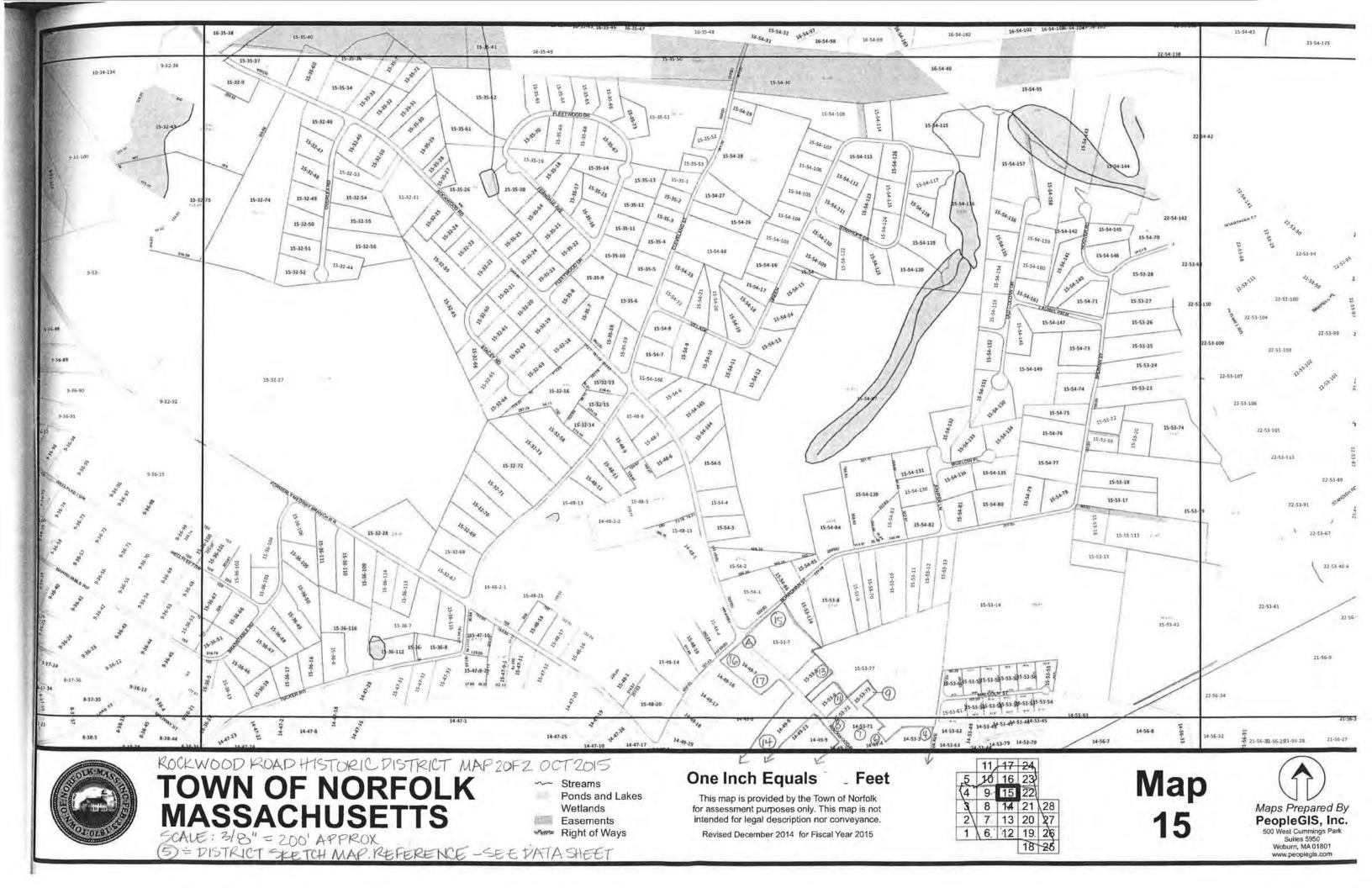
Number of Resources Within District

Contributing 26 (20 buildings, 4 structures, 2 objects)

Noncontributing 14 (3 buildings, 9 structures, 2 objects)

Previously listed: 1 building sheds are not counted



































UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES EVALUATION/RETURN SHEET

Requested Action:	Nomination
Property Name:	Rockwood Road Historic District
Multiple Name:	
State & County:	MASSACHUSETTS, Norfolk
Date Rece 2/24/20	
Reference number:	SG100000850
Nominator:	State
Reason For Review	
X Accept	Return Reject Date
Abstract/Summary Comments:	Meets Registration Requirements
Recommendation/ Criteria	
Reviewer Edson	Beall Discipline Historian
Telephone	Date
DOCUMENTATION	see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

RECEIVED

DEC 1 3 2016

MASS. HIST. COMM

Fotis Properties, LLC 5 N Meadows Rd., Unit 1B Medfield, MA 02052 December 12, 2016

Massachusetts Historical Commission 220 Morrissey Boulevard Boston, MA 02125

To Whom It May Concern:

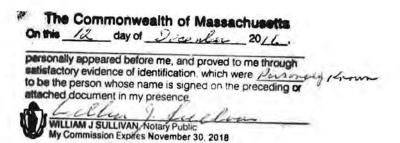
I am the sole owner of a property located at 15 Rockwood Rd in Norfolk, MA 02056. I recently received a letter from the Commonwealth stating that my property was being nominated to the National Register of Historic Places. I would like to exercise my right to opt of that nomination.

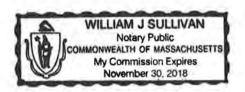
Thank you for your prompt attention to this matter.

Sincerely,

Owner, Fotis Properties LLC











The Commonwealth of Massachusetts National Park Service
William Francis Galvin, Secretary of the Commonwealth

Massachusetts Historical Commission

February 16, 2017

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form:

Rockwood Road Historic District, Norfolk (Norfolk), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

One letter of objection has been received.

Sincerely,

Betsy Friedberg

National Register Director

Massachusetts Historical Commission

enclosure

cc: Kathleen Kelly Broomer, consultant

Jeff Palumbo, Norfolk Board of Selectmen Betsy Pyne, Norfolk Historical Commission Michelle Maheu, Norfolk Planning Board