

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**  
FOR FEDERAL PROPERTIES

**FOR NPS USE ONLY**  
RECEIVED JUL 11 1985  
DATE ENTERED SEP 14 1985

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Hoosac Stores 1 & 2; Hoosac Stores 3

AND/OR COMMON  
same

**2 LOCATION**

STREET & NUMBER 25 (3) and 115 (1 & 2) Water Street (Constitution Road)  
and Railroad Right-of-way between them. NOT FOR PUBLICATION

CITY, TOWN Charlestown VICINITY OF ~~NA~~ CONGRESSIONAL DISTRICT 8th

STATE MA 02129 CODE 025 COUNTY Suffolk CODE 025

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS n/a	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <sup>1&amp;2</sup> <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER: vacant

**4 AGENCY**

REGIONAL HEADQUARTERS: *(If applicable)* North Atlantic Regional Office (see continuation sheet)

STREET & NUMBER 15 State Street

CITY, TOWN Boston ~~NA~~ VICINITY OF STATE MA

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. Registry of Deeds, Suffolk County Courthouse

STREET & NUMBER Pemberton Square

CITY, TOWN Boston, STATE MA

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE n/a

DATE  FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN STATE

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

#### Hoosac Stores 1 & 2, 115 Water Street (1895)

Hoosac Stores 1 & 2, built in 1895, is a six-story warehouse structure of red brick laid in common bond. The building is intact with some evolutionary changes. It is trapezoidal in shape, constrained by the shape of the lot which it entirely occupies. The north/street (112'0") and south/harbor (151'1½") walls are parallel, while the east wall (ca. 91' 10½") diagonally follows the boundary with the Navy Yard. The west wall (83' 1½") is perpendicular to the north and south walls. The storehouse is approximately sixty-five feet in height and has no basement. Constructed on filled land, it has a foundation of wooden piles and granite. The external walls are load bearing and are about twenty-four inches thick on the ground floor, becoming progressively thinner on the upper floors. Internal construction is heavy timber, mill-type with main beams of steel supported on posts. These are of round section cast iron on the first and second floors and of timber on the third through sixth floors. Secondary timber beams are 12 by 15 inches on the first and second floors and 10 by 12 inches on the floors above.

A brick fire wall divides the interior of Hoosac Stores 1 & 2 into two equal areas. Each of the six floors is approximately 80 by 125 feet or 10,000 square feet. Height of the sixth is 9 feet 4 inches, measuring from floor to underside of roof beam. The first story of the warehouse has a concrete floor while upper floors are of wood. In addition to two freight elevators, there is an enclosed stairway giving access to each floor.

Two tiers of freight doors, flanked at intervals by small slit windows, break up the brick expanse of the building's north and south elevations. The north, or Water Street, elevation has a corbelled brick cornice and the sixth floor loading doors are topped by brick segmental arches. Both features are lacking on the south elevation where door frames are placed directly beneath the copper gutter defining the roof line. Each of the small windows has a worked granite sill and is capped by a brick flat arch composed of soldiers and rowlocks. With a few exceptions, the windows are closed by metal clad wooden shutters on cast iron hinges. Freight doors are likewise metal-clad wood. To accommodate the trapezoidal shape of the building two additional sets of slit windows were cut into the longer south wall at its east end. The ground falls away slightly toward the south side of the building so that the ground floor is a few feet above grade, allowing for level loading of freight cars.

The south side of Hoosac Stores 1 & 2 supports two elevator towers, approximately 1½ stories in height. The center tower is original to the building and is without openings. On the ground floor directly below it to provide access to the elevator is a segmentally arched loading door. A 1900 photograph shows a freight boom on both sides of the center tower for use with the loading doors. The tower at the southwest corner of the building was probably added in 1934 when the second freight elevator was installed. It has three windows on the south side, two windows on the west and a door on both the north and east sides.

(See continuation sheet)

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CONTINUATION SHEET      Hoosac Stores 1 & 2  
Hoosac Stores 3    ITEM NUMBER    4      PAGE      1

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Owners of Property

Hoosac Stores 1 & 2, 115 Constitution Road (formerly Water Street), Charlestown

U.S. Department of the Interior  
National Park Service  
North Atlantic Regional Office  
15 State Street  
Boston, MA 02109

Hoosac Stores 3, 25 Constitution Road (formerly Water Street), Charlestown

A & S Electrical Displays  
2109 Broadway  
New York, New York 10023

Railroad Right-of-Way

Massachusetts Port Authority  
99 High Street  
Boston, MA 01862

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Hoosac Stores 1 & 2 ;

**CONTINUATION SHEET** Hoosac Stores 3    ITEM NUMBER    7    PAGE    1

The east elevation of Hoosac Stores 1 & 2 is brick uninterrupted by openings or architectural features, except for a very low parapet in three steps and a line of dark bricks marking the transition from the first to the second floor.

The west elevation has openings only at the ground level and, like the north elevation, is capped by a corbelled brick cornice. A wooden loading dock occupies approximately three-fifth of the first story on the west and serves two loading doors. To the left of it are a pedestrian door and two bricked-in windows.

Hoosac Stores 3, 25 Water Street (1875)

Built in 1875 for the Cunningham Iron Works, and converted to Hoosac Stores 3 in 1897, this is a four-story plus basement warehouse structure in the classically inspired panelled brick style popular for industrial buildings during the late nineteenth and early twentieth centuries. It is 60 by 80 feet, and 61 feet high from the sidewalk. The exterior brick walls are twenty inches thick. Floors are wood and ceilings are open joist construction. The between floor height varies between twelve, thirteen, and eighteen feet. The total floor area is 12,632 square feet and total capacity of the storehouse was originally 300 pounds per square foot on the first and second floors, 250 on the third and fourth floors. By 1941 the Boston & Maine Railroad had increased this to 500 pounds per square foot on all floors by structurally reinforcing the building.

Brick pilasters divide the Water Street facade of Hoosac Stores 3 symmetrically into three recessed panels which rise the height of the building, resembling a blind arcade. Each panel terminates in a broad arch at cornice height and contains paired, segmentally arched windows on the upper stories. In the middle panel on the first floor is centered a wide, segmentally arched freight door, its sill slightly above street level to facilitate freight loading. The building corners on the main facade are defined by paired pilasters, the channel between them terminating in an arch just below the cornice.

The storehouse basement was lighted by arched half windows. Access to it from the outside was by means of sunken arched doors. These are all now bricked in.

Like the Water Street facade, the northeastern side (toward the Navy Yard) of Hoosac Stores 3 is divided into arched, recessed panels with paired windows at each level. The 80-foot depth of the building accommodates five such panels, the center on containing a freight door on each story. Window arches are composed of two or three courses of rowlocks with a contrasting keystone of worked brownstone. A single pilaster defines the building corners on this side.

Continued

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CONTINUATION SHEET Hoosac Stores 1 & 2  
Hoosac Stores 3 ITEM NUMBER 7 PAGE 2

Brick string courses, panels of angled bricks centered above each arched panel, and bold corbelling define the building's cornice on the Water Street and northeastern sides.

The western wall of Hoosac Stores 3 is entirely devoid of windows owing, probably, to the proximity of a Tudor Company building in 1875. The otherwise plain brick expanse is relieved, however, by the use of one course of black headers to every nine courses of red stretchers and by star-motif iron tie rods ends marking the division between each of the four stories.

The rear wall of Hoosac Stores 3 is devoid of panelling but does have three segmentally arched windows and an arched loading door on each story. A corbelled cornice, much smaller in scale than that on the front and northeast side, is the only other ornamentation.

Alterations over time to Hoosac Stores 3 include the bricking in of several windows and doors. Many building openings retain their iron-clad wood shutters, however. The sign structure still in use on the roof was first erected by the Boston & Maine Corporation in 1954.

Railroad Right-of-Way, Charles River Avenue to Navy Yard Boundary (1836-38; 1862)

The railroad right-of-way which runs just to the south of both Hoosac Stores 1 & 2 and Hoosac Stores 3 originally consisted of a strip of land 24-25 feet wide. For the most part it retains this width.

Within the right-of-way there has always been one main track from which branched spur lines to the buildings along Water Street and to the wharves and piers on the waterfront just south of them. The number and pattern of secondary tracks changed somewhat over time with the construction or rehabilitation of buildings and piers.

A few feet from the south side of Hoosac Stores 1 & 2 is the track on which freight was delivered to and carried away from the building. At one time this was the main track which continued into the Navy Yard. It now ends near the southeast corner of the storehouse with a cast iron bumper on legs, installed to help freight cars to stop before they derailed. Parallel to the main line on the south is the spur track which runs into the Navy Yard.

A somewhat more complex network of main and spur tracks is in place along the south wall of Hoosac Stores 3.

Continued

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The site is located near a largely residential area separated from the structures by elevated highway ramps . The area is bounded by the Charlestown Navy Yard to the north and a furniture warehouse to the south. The side of Water Street opposite the Hoosac Stores structures is occupied partly by Massachusetts Department of Public Works, but is largely open or paved space adjacent to a highway exit ramp. The existing Hoosac Pier is undergoing redevelopment that will include a restaurant/office building complex. The spaces and structures intervening between Hoosac Stores 1 & 2 and Hoosac Stores 3 include parking areas and the Bunker Hill Pavilion, a 1970s structure that houses a sound and light depiction of the Battle of Bunker Hill. Boston's Freedom Trail runs past or near the Hoosac Stores along Constitution Road (Water Street).

## 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1875-1895

BUILDER/ARCHITECT Fitchburg Railroad

### STATEMENT OF SIGNIFICANCE

Hoosac Stores 1 & 2 and Hoosac Stores 3 are significant both architecturally and by association with the historical period which produced them. A substantial brick structure, Hoosac Stores 1 & 2 was designed specifically to serve as a storehouse, and, with its austere facades and utilitarian slit windows, it is useful for that purpose only. Hoosac Stores 3, converted into a warehouse, is an industrial building with a well designed exterior. Both structures, as warehouses, stand as a particular type of historic evidence to America's industrial revolution. Hoosac Stores 3 is also the only surviving evidence of the machine shop and boiler making industry important to Charlestown in the late nineteenth century.

Hoosac Stores 1 & 2, with its vertical construction and its trapezoidal shape, reflects both the need for storage space and the limited land available for that purpose in an already developed urban setting. Hoosac Stores 3 exemplifies the classically inspired paneled brick style popular for industrial buildings of the later nineteenth and early twentieth centuries. Characteristic of this style are the paired segmentally arched windows set into recessed, arched panels which rise the height of the building and are defined by brick pilasters. With the general decline of the port of the Boston, many warehouses have been taken down and the Hoosac Stores are probably two of a few surviving structures of their type along the waterfront of Boston.

Hoosac Stores 1 & 2, Hoosac Stores 3, and the railroad right-of-way between them define the location of a once thriving nineteenth and early twentieth century complex of docks, wharves, grain elevator, warehouses, and related structures.

The railroad right-of-way southeast of Water Street, between the Charlestown Bridge and Hoosac Stores 1 & 2, constitutes the northeastern end of a rail line laid out in 1836-38 by the Charlestown Branch Railroad (inc. 1836) to connect, in present day Somerville, with the Boston & Lowell Railroad. The Water Street area had been the site of extensive commercial activity with busy wharves since the seventeenth century. Here, for instance, were the seventeenth and eighteenth century wharves of several of Charlestown's reknowned red-ware potters whose kilns stood nearby. Except during the period of Revolutionary War destruction, this area continued to be active into the nineteenth century when it became the major port of America's ice trade. Begun by Frederick E. Tudor in 1806, the ice export trade flourished during the 1830s and until after the Civil War with the help of the new railroad. From the wharves ranged along Water Street, like Tudor's, Hittinger's and Swett's, ice was shipped to southern ports and abroad.

Continued

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Annual Reports, Fitchburg Railroad Company, 1864, 1870, 1873, 1895, 1896, 1900.  
Atlas of the County of Suffolk, Mass., including Charlestown. Philadelphia: G.M. Hopkins & Co. 1875.

Atlas of the City of Boston. Philadelphia: G.W. Bromley & Co., 1885; 1892; 1912; 1922. (See continuation sheet)

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1-2 acres

Boston South Quadrangle

UTM REFERENCES 25 Water Street

Hoosac Stores 3

Hoosac Stores 1 & 2

A 19 | 33,029,0 | 469,283,0  
 ZONE EASTING NORTHING

B 19 | 33,054,0 | 469,298,0  
 ZONE EASTING NORTHING

C [ ] | [ ] | [ ]

D [ ] | [ ] | [ ]

## VERBAL BOUNDARY DESCRIPTION

The boundary includes Hoosac Stores 1 & 2 and Hoosac Stores 3 and the railroad right-of-way between them. These are the significant properties that remain to define the historical scene with which they are associated. The legal boundary description is:

(See continuation sheet)

## LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	NA	CODE	COUNTY	CODE
STATE		CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Ann Booth, Historian Technician & Edward Henson, Archives Technician

ORGANIZATION National Park Service

DATE

Boston National Historical Park

March 1983

STREET & NUMBER

TELEPHONE

Charlestown Navy Yard

(617) 242-5668

CITY OR TOWN

STATE

Boston

MA

# 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES X NO     

NONE

Valerie Talmage skpo  
 STATE HISTORIC PRESERVATION OFFICER SIGNATURE

5/30/85

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is      National ✓ State      Local.

FEDERAL REPRESENTATIVE SIGNATURE Edmund O. Beavers

TITLE Chief Historian, National Parks Service

DATE June 26, 1985

## FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Paul A. Hertz

DATE 8/19/85

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER



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Hoosac Stores 1 & 2;  
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In 1846 the Fitchburg Railroad (inc. 1842) purchased the Branch Railroad after having had the use of the line since 1843. The line was extended into the Navy Yard by the Fitchburg in 1863 for wartime munitions delivery.

Completion of the Hoosac Tunnel in 1876, close to the Massachusetts-New York border by the state of Massachusetts, occasioned much of the late nineteenth century prosperity of the port of Boston. The Hoosac Tunnel provided the shortest route to the West and an alternative to the route of the Boston & Albany. By the 1890s, sixty percent of Boston's export trade arrived via the tunnel. The state still owned the tunnel, and the rail line through it, in 1879 when the Hoosac Tunnel Dock & Elevator Company was incorporated to build the Hoosac Docks between the Navy Yard and Tudor's Wharf. The docks and related structures were planned as a steamship facility for the reception, storage, delivery, and forwarding of freight received from or sent to the Hoosac Tunnel. Here goods were transferred to or from ships bound for foreign ports. The Fitchburg Railroad, whose line parallel to Water Street was to serve the new docks, owned a 37.4-percent interest in the new company from the beginning. The railroad had previously acquired Hittinger's and Caswell's wharves near the Navy Yard in 1870.

During the early 1880s the Hoosac Tunnel Dock & Elevator Company lengthened and widened the former ice docks to accommodate large steamships at the Fitchburg Railroad's waterside terminus. The docks in fact served the railroad almost exclusively and in 1887 the Fitchburg purchased the dock company outright along with all of its property. This included wharves, docks, storage sheds, bonded and unbonded warehouses, and a 600,000-bushel grain elevator at 55 Water Street (midway between the future locations of Hoosac Stores 1 & 2 and 3) which the Fitchburg rebuilt to a 1,000,000 capacity elevator. In 1887 the Fitchburg Railroad also acquired sole ownership of the Hoosac Tunnel. By 1892 the remodeled ice docks had been replaced entirely by new ones in a larger and more commodious configuration.

In 1895 when the Fitchburg Railroad built Hoosac Stores 1 & 2 as a wool storage facility, Boston was the nation's second ranking port and the Fitchburg was the primary bulk freight carrier to Boston from the west. More than fifty percent of the freight (primarily grain and live animals) exported from Boston was exported from Hoosac Docks. At that time Boston was also the major center for wool import in America and most of it arrived via the Hoosac Docks. The products of New England manufacturing industries were destined primarily for the American market although raw materials for those industries (wool, hides and skins, cotton, hemp, flax, etc.) were imported through Boston and were the port's major imports.

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Hoosac Stores 1 & 2;  
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In 1897 increased commercial activity prompted the Fitchburg Railroad to purchase Thomas Cunningham's storehouse at 25 Water Street and convert it into Hoosac Stores 3 for additional wool storage. Founder and owner of the Cunningham Iron Works, Thomas Cunningham had been in business on Water Street since 1854 with an office in downtown Boston and his steam boiler works in Charlestown. The Cunningham warehouse was constructed in 1875 to store the iron and steel boilers, wrought iron pipe, and iron fittings manufactured in the adjacent brick structure at 29 Water Street. Although Thomas Cunningham died in 1881, his son continued the business on this site until 1891. The storehouse was then leased out until its purchase by the Fitchburg Railroad.

As America's foreign trade declined so did the railroad's need for storage facilities. Hoosac Stores 3 was leased by the Boston & Maine Corporation (with which the Fitchburg Railroad merged in 1919) for several decades before it was finally sold in 1966 to A & S Electrical Displays, Inc., the building's present owner. From 1953 to 1976 the former Cunningham storehouse was leased to the Maxwell Corrugated Box Co., a manufacturer of shipping containers which used it primarily for storage.

Hoosac Stores 3 has been vacant since 1977. In 1981 A & S Electrical, a New York based firm, was granted a zoning variance by the City of Boston to convert the building into eight apartments.

Hoosac Stores 1 & 2 continued to function actively as a storehouse until 1980 though it was sold by the Boston & Maine Corporation to the W. F. Schrafft & Son Company in 1964. Schrafft, the candy manufacturer, used the building for cold storage until 1967 when it was sold to Constitution Tower Realty Trust which leased it in 1970 to the Deran Confectionary Company, Inc. The National Park Service acquired Hoosac Stores 1 & 2 in 1981 because of its proximity to the Charlestown Navy Yard and the USS CONSTITUTION and to preserve the historic scene. It is included within the authorized boundaries of Boston National Historical Park. The Park's General Management Plan calls for the building to be used as a curatorial storage facility.

The rail line paralleling Water Street (now Constitution Road) was last used in the winter of 1980-81 to haul material into the Navy Yard for the repair of Pier 1, and remains functional.

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                                 Hoosac Stores 3      ITEM NUMBER      9      PAGE      1

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Boston City Directory 1874-1892.

Charlestown City Directory 1852-1874.

Documentation Pertaining to the Acquisition of Hoosac Store 3 for Wool Storage, 1897.

Middlesex County Registry of Deeds, Southern District 891:152; 1051:358  
(Hoosac Stores 1 & 2).

Suffolk County Registry of Deeds 7873:570; 8151:583; 8379:13; (Hoosac Stores 1 & 2);  
2410:605; 8024:515; (Hoosac Stores 3).

U.S. Department of the Interior. National Park Service. Boston National Historical  
Park. "Hoosac Docks: Foreign Trade Terminal," by Paul O. Weinbaum.  
Special History Study. Boston, 1982.

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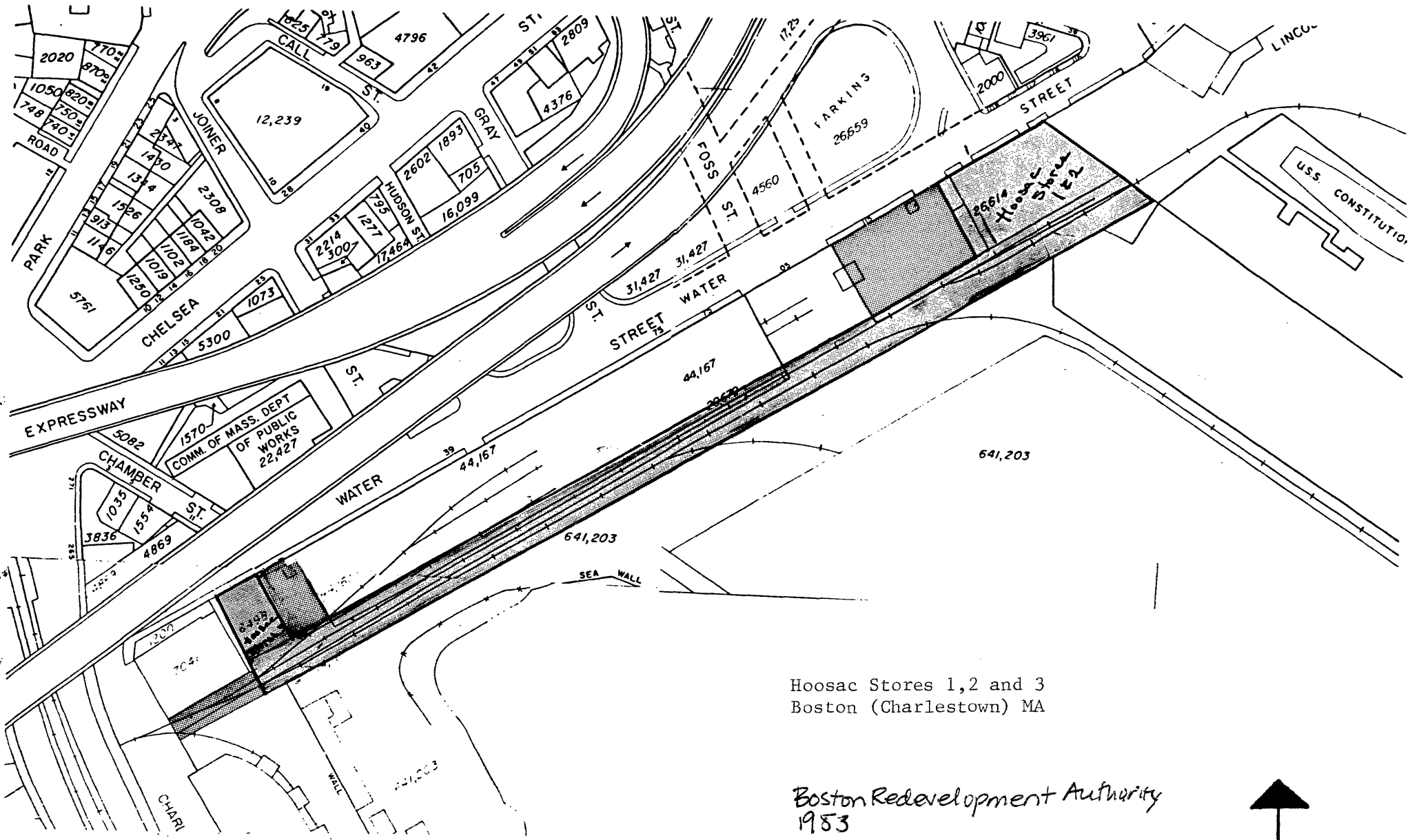
Hoosac Stores 1&2

CONTINUATION SHEET Hoosac Stores 3 ITEM NUMBER 10 PAGE 1

Hoosac Stores 1&2: Beginning on the Southeasterly side line of Water Street, and at land of United States of America; thence running South  $57^{\circ} 18' 15''$  East by the last mentioned land, one-hundred eight and  $25/100$  (108.25) feet to a point at land of the Commonwealth of Massachusetts; thence turning and running by the last mentioned land on two(2) courses as follows: South  $57^{\circ} 41' 22''$  West two-hundred ninety-three and  $57.100$  (293.57) feet and North  $32^{\circ} 08'$  west, ninety-eight and  $72/100$  (98.27) feet to said Water Street, two-hundred forty-seven and  $51/100$  (247.51) feet to the point of beginning, be all said measurements, more or less, said parcel containing about 26.615 square feet (0.61 of an acre) of land. (Suffolk County Registry of Deeds 6294:504).

Hoosac Stores 3: Beginning at a drill hole in walk located in the Southeasterly side line of Water Street and at a point where the most southwesterly portion of the Boston and Maine Corporation's premises meets the most northwesterly portion of land of Commonwealth of Massachusetts "Parking Lot", formerly "Tudor Company"; thence running along Water Street North  $57^{\circ} 28' 40''$  East 35.68 feet to a point; thence turning and running again along Water Street north  $57^{\circ} 52'$  East 41.22 feet to a point; thence turning and running along the southwest bound of a 152 square foot lot South  $19^{\circ} 02' 15''$  East 13.05 feet to a point, thence turning and running again along land of Commonwealth of Massachusetts South  $32^{\circ} 8' 00''$  East 56.24 feet to an iron pipe; thence turning and running along land of Boston and Maine Corporation South  $46^{\circ} 51' 40''$  West 40.28 feet to an iron pipe, thence turning and running South  $57^{\circ} 39' 00''$  West 50.60 feet to an iron pipe; thence turning and running along land of the Commonwealth of Massachusetts "Parking Lot", formerly "Tudor Company" North  $32^{\circ} 04' 40''$  West 75.44 feet to the point of beginning, be all said measurements more or less, said parcel containing about 6,498 square feet, and being shown upon plan marked "Land in BOSTON, MASS, Boston and Maine Corporation to A. & S. Electrical Displays, Inc. J. D. Batchelder Eng'r of Design Scale: 1 in=15 feet, December, 1965". (Suffolk County Registry of Deeds 8024:515.)

Railroad right-of-way: See attached deed (Suffolk County Registry of Deeds 10737:320). The deed does not correctly describe the parcel, but the plan referenced in the deed is correct. That plan is included; also included is a site map (City of Boston: Topographic & Planimetric Survey, 1962, revised 1972 and 1975).



Hoosac Stores 1, 2 and 3  
 Boston (Charlestown) MA

Boston Redevelopment Authority  
 1953

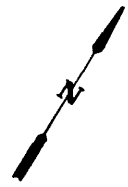
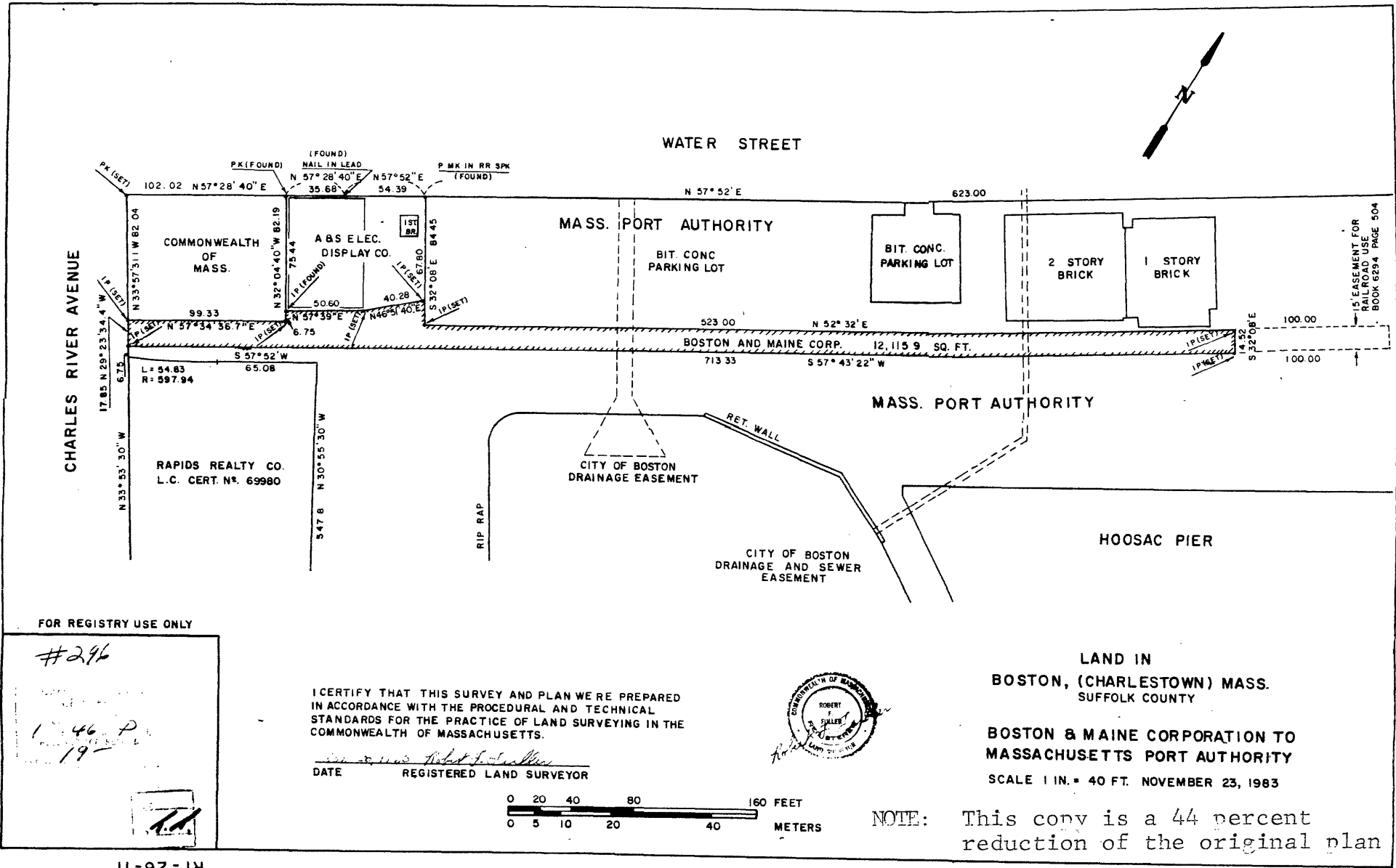
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#36

BOSTON & MAINE CORP.

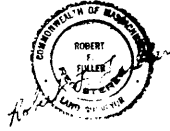
RI-26-11



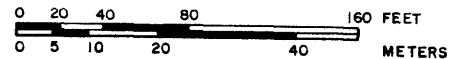
FOR REGISTRY USE ONLY

#296  
 1-46 P  
 19-

I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED IN ACCORDANCE WITH THE PROCEDURAL AND TECHNICAL STANDARDS FOR THE PRACTICE OF LAND SURVEYING IN THE COMMONWEALTH OF MASSACHUSETTS.



*Robert Fuller*  
 DATE REGISTERED LAND SURVEYOR



LAND IN  
 BOSTON, (CHARLESTOWN) MASS.  
 SUFFOLK COUNTY

BOSTON & MAINE CORPORATION TO  
 MASSACHUSETTS PORT AUTHORITY

SCALE 1 IN. = 40 FT. NOVEMBER 23, 1983

NOTE: This copy is a 44 percent reduction of the original plan

RI-26-11

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