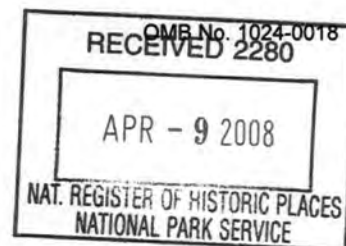


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



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

1. Name of Property

historic name WAR MEMORIAL PARK

other names/site number _____

2. Location

street & number RIVER STREET not for publication ☒ X

city or town WEST BRIDGEWATER NA vicinity

state MASSACHUSETTS code MA county PLYMOUTH code 023 zip code 02379

3. State/Federal Agency Certification

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

Brona Simon March 31, 2008
Signature of certifying official/Title Brona Simon, Executive Director Date
Massachusetts Historical Commission, State Historic Preservation Officer

State or Federal agency and bureau

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

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

☒ entered in the National Register
☐ See continuation sheet.

☐ determined eligible for the
National Register

☐ See continuation sheet.

☐ determined not eligible for the
National Register

☐ removed from the
National Register

☐ other (explain): _____

Signature of the Keeper

Date of Action

Edgar H. Beall
5.21.08

WAR MEMORIAL PARK

Name of Property

PLYMOUTH, MA

County and State

5. Classification**Ownership of Property**

(Check as many boxes as apply)

(Check only one box)

☐ private☒ public-local☐ public-State☐ public-Federal☐ building(s)☐ district☒ site☐ structure☐ object**Number of Resources within Property**

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

Contributing

Noncontributing

20

building

40

sites

166

structures

112

objects

338

Total

Name of related multiple property listing

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

NA**Number of contributing resources previously listed in the National Register**none**6. Function or Use****Historic Functions**

(Enter categories from instructions)

LANDSCAPE - ParkINDUSTRY - Manufacturing facility**Current Functions**

(Enter categories from instructions)

LANDSCAPE - Park**7. Description****Architectural Classification**

(Enter categories from instructions)

NO STYLE**Materials**

(Enter categories from instructions)

foundation concretewalls wood and stoneroof wood shingle

other

Narrative Description

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

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Continuation Sheet

War Memorial Park
West Bridgewater (Plymouth), MA

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7. DESCRIPTION

The War Memorial Park is a 4.87-acre town-owned park located along the northern banks of the Town River in West Bridgewater, Massachusetts. River Street runs along the northern and part of the western edge of the crescent-shaped park. Along the east and south, the park borders the Town River as it flows through West Bridgewater from west to east. The park is in a residential area dominated by 19th and 20th century single-family houses, many on relatively large lots. A few 18th century houses are nearby and are likely associated with the early history of the park. A small pie-shaped piece of the park at the western edge is separated from the rest of the park by Arch Street, which crosses over the Town River and intersects with River Street.

The park was the site of several mills from the mid 17th to the early 20th centuries. The predominant industry was an iron forging works focused on shovel production, but also located here were a sawmill, shingle mill, gristmill, fulling mill, and pickle factory.

Several stone-lined canals, underground water channels, stone-lined pools, and incomplete mill foundations can be seen on the site. The present day park was developed on the former industrial site as a WPA (Works Progress Administration) project in 1936. Thus, the park today exhibits a complex mix of significant historic archaeological and industrial resources within a 1930s town park that is significant in its own right as a WPA project.

A major feature of the park is a network of surviving remnants of the waterpower system, which drove the numerous waterwheels once located at mill buildings throughout the site. The park is bisected by two man-made, open-trench, stone-lined canals (**Canal System**, map #s 9a and 9b). The construction date of the main canal, which begins at the **Ames Dam** (map # 26) is uncertain but probably dates at least 1774. Water power was used here, however, as early as the 1660s for sawmills, and it is likely that today's main and south canals (map # 9a) have their origins with these 17th century mills, although they have obviously been greatly modified from that earliest period.

The waterpower system begins just outside the boundaries of the park at the main dam and sluice, which is located immediately beyond the western boundary of the park, just upstream of the canal entrance. (See drawing in the lower left corner of the district map.) The dam is slightly curved but runs predominantly east-west along its 100 foot length. The Town River itself spills through a control structure of flash-board gates at the western end of the dam and down a fish ladder just west of the gates. In high water situations water spills over the dam itself.

The dam and the sluiceway feeding the canals at the park have been rebuilt several times since a dam was first located here in the 17th century. For example, Oliver Ames constructed a new dam here in 1836 (Oliver Ames Diary, Stonehill Industrial History Center). The most recent rehabilitation of the dam occurred between October 2001 and March 2002. The seven-foot-high dam is now largely a concrete

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structure, although stone was left on much of its downstream face. The entire length of the dam is capped by concrete. The area immediately below the downstream side of the dam is littered with large, rough-cut granite blocks, likely remnants of previous iterations of the dam.

The **canal system** inside the park begins at the **Ames Dam** (map # 26) as a headrace bringing water to the site over a set of two head gates, now controlled with simple, wooden flash boards, acting more as a fixed sluiceway than a set of easily adjusted control gates as would have been needed to regulate water flow when this was an operating industrial facility. This concrete and wooden entry structure is located immediately north of the eastern end of the dam.

Once passing through the concrete and wooden headgate/spill weir, the main canal runs eastward, under Arch Street, which is carried over the canal on a dry-laid **stone slab bridge**, which is sometimes called double clapper bridge (photo #1, map #12, Massachusetts Highway Department Historic Bridge Inventory Form #W-180053). A triple-arch bridge (outside the district) carries Arch Street over the river itself. The bridges are closed to vehicular traffic due to structural deficiencies. The main canal or trunk of the **canal system** runs for about 260 feet before diverging into the North and South Canals. The South Canal (map #9a) seems to be the older of the two branches, running 340 feet after the divergence before emptying into the river 880 feet downstream from the dam. It is lined by stone walls for its entire length. The North Canal (map #9b) was constructed in ca. 1829 and begins approximately 260 feet from the beginning of the main canal, running northeasterly, under another **stone slab bridge** (photo #2, map #13), which carries the park entrance path over the canal, before it turns sharply south then rejoins the Town River to the east. The North Canal is about 440 feet long.

Today the **canal system** is relatively unimpeded from beginning to end, dropping several feet in elevation in a combination of gradual slopes and stepped drops in multiple locations. Of course during industrial operation this decline in elevation would have been captured, controlled and concentrated at waterwheels or turbines, the essence of a hydropower system. The stone raceways were likely wood-lined to reduce friction and wearing away of the stone walls. The exact placement of the wheels, which were removed long ago, is difficult to discern. But there are clues on the site, including stepped drops visible in areas with accelerated water flow, more obvious drops, and narrowing in canal width, all suggesting former waterwheel locations. Unfortunately, the archival record examined to date has not been remarkably illuminating for this type of very specific physical information regarding wheel locations. We do know the site contained at least two types of waterwheels: breast and undershot. These wheels would have initially been largely constructed of wood with iron hardware, although there are references to entirely iron wheels being used here (Oliver Ames Diary).

On site it is difficult to precisely discern the extent of original fabric and, therefore correspondingly, a challenge to identify specific mill locations within the park. The task is complicated by the variety of smaller subsidiary **underground water channels**—some now dry (map # 24). The utility of these channels is not totally clear. Finally, the uncertainty of disturbance and rearrangement that occurred when

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the abandoned industrial site was turned into a park in 1936 raises some questions about historic alterations in the evolution of the site.

For example, two smaller, underground, man-made **channels**—or “flumes”—are fed by the north branch of the **canal system** and another is fed by the south branch. These were likely original elements of the industrial waterpower system. Their exact purpose and dating awaits further investigation, but possible functions include providing water power to additional wheels on the site, acting as bypass canals (which would have provided the mill operator greater flexibility in the control of the individual mill sites within this complex), serving as clean-out channels utilized during canal maintenance to either flush the system or allow elements of the site to continue running while others were down for maintenance, or perhaps one or more of them served to supply water for an industrial process occurring on site.

The subsurface, roofed construction of these channels suggests that the land above them was utilized for buildings or to minimize the number of open races that needed to be traversed, which would have limited site functionality. It seems unlikely that these canals would have been created during park construction, but with no clear archival documentation of the work done in 1936, we can't be certain. There are, however, a few mentions in archival sources. For example, an 1851 entry in Oliver Ames's Diary records the laying of a stone foundation over a raceway for bellows, which give some clues to the dating of these water courses.

A 1976 wooden **waterwheel** (map #25), a simplified reconstruction said to be modeled on one built in 1936, is located just off the beginning of the south canal. It is in poor condition with extensive rot that has led to the loss of all its buckets, and it no longer functions. Currently water is diverted from the canal, spills behind the water wheel, and drops into a narrow tailrace that leads to the river (photo #3). As reconstructed this was an eight-foot long, seven and a half foot diameter breast wheel.

The park site is relatively flat near River Street where an 18-car parking lot and the park's main entrance are located. The land begins to slope toward the river at the canals. A **perimeter fence system** (map #11) includes a single-rail cedar and stone (flat dry-laid stone piers connected by cedar rails) fence along the park's northern perimeter (photo 4), a dry-laid stone wall that runs along the northeast and eastern boundaries (photo 5), and a dry-laid stone retaining wall that defines much of the park's edge along the river to the south.

There is an open, grassy area of the park, called the Annex, in the northeast corner. It sits at a lower elevation than the nearby site elements, and is separated from the rest of the park by **stone steps and a stone wall**. The Annex was not part of the original mill site, rather, it was purchased by the town in 1936 for the park. In the southwest corner of the Annex is a three-foot high “stage” or terrace. For purposes of this nomination, the rectangular, open-air platform, is called the **Annex Stage** (ca. 1937, map #22). It measures is about 18' by 30' with a concrete deck on a mortared stone foundation. It is used for graduations, celebrations and other community events.

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Pulpit Rock (photo #6 map #15) is also in the annex. Long-standing, oral tradition holds that Reverend James Keith, minister of the First Church of Bridgewater, used the large boulder as a pulpit when he gave the first sermon here to the Proprietors in the Old Bridgewater Grant in 1663. The rock may have Native American significance as well. Affixed to Pulpit Rock is the **Reverend James Keith Memorial**—a bronze plaque commemorating that first sermon (map # 29). Believed to have been installed within the period of significance, the plaque is considered contributing.

The park is sparsely wooded with a mix of evergreens and hardwoods strategically placed either to shade the paths or as ornamental specimens. The **pedestrian path system** (map # 21) flows through the site in a relaxed way connecting the various early industrial remnants. Views to the Town River and the **canal system** are accessible throughout the site, which enhances the rural quality of the setting. The park is currently well used for passive recreation, for planned community events, and is a popular backdrop for occasions such as prom and wedding pictures.

CURRENT CONDITION

The current overall physical condition of the park is good, particularly given the restoration work completed after a 2001 Preservation Plan for the park, which was funded by the Massachusetts Historic Landscape Preservation Grant Program. This program was administered by the Massachusetts Department of Environmental Management's Office of Historic Resources, now within the Massachusetts Department of Conservation and Recreation.

Stone walls and industrial foundations

Some sections of the stone walls that line the **canal system** had become structurally unsound as determined by the 2001 study. However in 2001-2002, damaged walls sections were repaired, the headgates were rebuilt, and major dam reconstruction was completed including the construction of a fish barrier wall to divert fish from the main dam toward the fish ladder.

Waterways

Site runoff to the Town River has caused some of the river embankment to erode, and an area indicated in the 1936 Johnson park plan (plan #1) as a "paddling pool" has largely silted in. The **canal system** is remarkably intact and remains one of the park's most important character-defining features. Original gates, control structures, and wooden raceway linings that likely existed on site, as well as any wooden flumes and penstocks, which may have supplemented stone raceways, have long since been removed. There is one set of gates remaining at the entrance to the main canal—the head gates—and these too are a modern replacement of original fabric. However, other than missing supplemental elements and some possible alterations to secondary **channels**, the river water courses through the canals much as it did when supporting the mill complex. The only major features missing beyond the gates are the waterwheels or turbines once driven by the water and the gates that once manipulated the flow of water through the

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various channels. The extant recreated **waterwheel** (map # 25) is in extremely poor condition, and even when new its design departed significantly from the original fabric.

Vegetation

The vegetation consists primarily of a hardwood mix. These include birch, hickory, elm, maple, ash, cherry, beech, sycamore, black walnut and several flowering ornamentals. Most of the ash are failing and will need to be replaced. Soil compaction under the tree canopy is also having an adverse effect on the health of some of the more mature trees. Evergreens include hemlocks, false cypress, and Norway spruce. Smaller ornamentals include hydrangea, euonymus and forsythia. Ground cover includes myrtle. A site analysis has concluded that several of the 1936 plantings exist, however, there is no original planting plan to verify this assertion. Some of the older plantings include the flowering ornamentals at the entrance and the very large mature ash in that location as well.

Circulation system

The current **pedestrian path system** (photos 7, 10, 22) reflects the original 1935 design with very few alterations. Most of the paths are about 2½ to 3 feet wide and surfaced with crushed stone. Only the path along the very northern border of the park has deteriorated from lack of use and maintenance. Some of the paths need to be regraded and regularly maintained to address drainage problems. The paths are laid out in a curvilinear design, crisscrossing the park, following along the canal edges and leading down into the stone foundations and sunken gardens (figures 1 and 2).

Buildings, structures, monuments and memorials

Originally, rough-cedar post and rail fencing lined most of the paths that border and cross the canals (**interior fencing**, map # 27). The abundance of local cedar swamps provided a natural resource for this fencing that was implemented in 1936 when the park was built. The fencing is either a single or double rail where it follows the edge of the canals. On the small wooden bridges that cross the canals, the railings exhibit a crossed pattern. (photo 8 and figure 3) Some of this fencing was replaced ca. 2002 with somewhat more finished round dowel post and rail style fences.

In the parking area is a small **octagonal kiosk** (ca.1936, map #16) constructed of vertically split wood saplings with a wood shingled roof. The 1936 plan indicated that this building was used for visitor registration. Currently it is unused except for the annual Town Park Day.

An open picnic pavilion was located adjacent to the eastern end of the north canal (**picnic pavilion site**, map # 35). However during the ca 2002 restoration work at the site of a collapsed stone wall located below the pavilion, it was determined that run off from the pavilion led to undermining the stone wall, and the pavilion was removed. It was constructed of T1-11 wood siding building material and painted blue with 4x4 posts and had an asphalt roof. It had replaced an earlier picnic pavilion on the same site, which was original to the 1936 park plan. The original picnic pavilion was built of undressed log posts and a hip roof of rough-cut saplings.

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A one-room **stone storage building** (ca.1936, map #14, photo 9) is located in the northeast area of the park. This structure (12' x 18') has a wood shingle roof and front gable that faces the river. Originally, the roof had a small cupola (figure 4). Two small windows with granite sills adorn the east and west facades and a single door is located on each gable end. Along the west elevation is a raised concrete platform that originally incorporated a drinking fountain, of which only remnants are extant. The building is currently used for storage.

Two granite, 62" diameter **millstones** (map #19) mark the entrance to the park. These were uncovered during the 1936-1937 development of the park and may date as early as 1662 when the first gristmill was located on the site. It is important to note, however, that the Ames family continued to operate a gristmill here into the 19th century. Further research into the style of these stones may help more accurately determine their vintage. To their left is the **Eveline Johnson marker** (photo #10, map #28)—a boulder with the inscription: "Eveline D. Johnson/1896-1986/ Landscape Designer of War Memorial Park/1936-1938." Directly in front of the millstones in an oval planting bed is the **trip-hammer block/Ames memorial** (photo #10, map #10)—a large, round granite trip-hammer base that was uncovered during the park restoration and moved to its present location. A bronze plaque affixed to the block is inscribed:

"THE LAND OF THIS PARK WAS BOUGHT IN 1649 FROM THE MASSASOIT INDIANS BY MILES STANDISH AND OTHERS AS PART OF THE BRIDGEWATER PURCHASE AND ALLOTTED TO JOHN AMES AN ORIGINAL SHAREHOLDER AND SETTLER. AND HERE BEFORE THE REVOLUTIONARY WAR THE FOURTH INHERITOR, CAPTAIN JOHN AMES, BEGAN THE MANUFACTURE OF SHOVELS WITH A TRIP-HAMMER SET IN THIS STONE."

On either side of the trip-hammer base are two cast iron **trip-hammer anvils** (map #20), uncovered during the park's development. One still retains its interchangeable bottom die. These artifacts are reminders of the early industrial period for which the park is so significant. Southeast of the **trip-hammer block/Ames memorial**, is the **Peter Cogswell monument** (ca. 1975, map #31), a boulder with a plaque commemorating Cogswell. A similar marker, the **Esterbrook monument** (ca. 1995, map #32), is located closer to the river near the south branch of the canal. These markers were installed to honor local residents, and are noncontributing resources because they fall outside the period of significance for this nomination.

Near the site that once contained the open-air picnic pavilion is the bronze **Deacon Samuel Edson plaque** (map #30) on a medium-sized boulder. The date of installation is believed to be within the period of significance. It reads:

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"IN HONORED MEMORY OF DEACON SAMUEL EDSON BAPTISED SEPTEMBER 5, 1613, FILLONGLEY, WARWICKSHIRE, ENGLAND, AN ORIGINAL PROPRIETOR OF BRIDGEWATER. HE WITH 56 SHAREHOLDERS INCLUDING MILES STANDISH AND 'GOODMAN ALDEN' BOUGHT THE LAND MARCH 23, 1649 FROM CHIEF MASSASOIT THE 'WHITE MAN'S FRIEND TO THE PILGRIM FATHERS'. DEACON EDSON BUILT THE FIRST GRIST MILL IN BRIDGEWATER ON THIS SITE. THESE MILLSTONES TESTIFY TO HIS COURAGE AND FORESIGHT. A DEACON IN THE PURITAN CHURCH, PROMINENT LEADER IN THE AFFAIRS OF THE COMMUNITY UNTIL HIS DEATH, JULY 19, 1692."

Additional Objects

A bronze **sundial** (map #17, photo 7, figure 5) is located just east of the parking lot at the junction of three **pedestrian paths** in a triangular area surfaced with slate. The sundial (1936) has a pedestal of mortared stone that is capped with a 12"x12" granite piece. The bronze sundial is placed on the granite cap with the inscription: "I count none but sunny hours." At each of the three corners of this space are concrete **urn planters** that were added after the period of significance.

Throughout the park are a variety of **benches** that have been added over time. Original to the 1935 design are concrete-formed four-foot long benches that are set on curved concrete legs (photo 11, map # 18). Other benches include rustic forms of natural stone on stone legs, metal framed with wood slats, and all-wood benches.

Also distributed through the park, but concentrated along the edge of the parking area are grindstones likely once utilized in the blacksmithing and shovel-making on this site. Capt. John Ames' extant ledger at Stonehill College includes many entries for sharpening tools such as knives and plows, and he would have utilized a stone much like one of these. In addition, the final step in shovel blade production was grinding and sharpening on these types of stones, either powered by foot treadle or by water power.

War Memorial Park contains several small and noncontributing elements constructed during a 1990s restoration project. These include:

1. A miniature, **covered bridge** crossing the southern tailrace (map #34).
2. A **wishing well** built over an access point to a subterranean raceway (map #36).
3. A small **tool shed** (map #33) built to look like a miniature water-powered mill. It was built as part of a parade float constructed by a local Boy Scout troop. It was donated to the town by the Moroni Family in 1998.
4. A small pump house located along the North branch of the Canal no longer used for site irrigation

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ARCHAEOLOGICAL POTENTIAL

Native American Site Potential

Native American sites in the area of West Bridgewater reflect at least 8,000 years of occupation. Many artifact styles recovered from archaeological sites in other parts of the town are dateable. Artifacts from the area include the following styles: Neville (7,500 to 8,000 years ago), Small Stem (5,000 to 2,500 years ago), Squibnocket Triangle (4,020 to 5,385 years ago), Watertown (2,900 to 3,600 years ago), Orient Fishtail (2,700 to 4,000 years ago), Meadowood (2,200 to 2,800 years ago) and Levanna (400 to 1,600 years ago).

In West Bridgewater, Native American sites would have been located along the banks of the river, streams, wetlands and lakes. The larger, long-term occupation village sites would have been located along the river. Such sites were generally situated on level well-drained soils immediately adjacent to a water supply.

War Memorial Park is situated in just such a location. The park is a level to slightly sloping river terrace that borders the Town River on the south. The Town River is an intermediate stream, but known for its abundant fish, especially herring during the spring migratory runs. The land along the river is a well-drained terrace that would have been very suitable for the location of Native American sites taking advantage of riverine resources.

The soil in the park also is suitable for horticultural pursuits. Soils at the site are classified as Deerfield sandy loam with slopes ranging from 0 to 3 percent (Upham 1969). Deerfield soils occur in glacial outwash plains, and because of their ample drainage, they are often associated with Native American sites. Given its moisture-holding capacities this soil would be most suitable for Native American use horticulture in late spring through the summer and fall months. Water tables tend to be high in early spring.

Exploitation of the anadromous fish resources in the river would have occurred in the spring and thus the park would have had intensified use during herring runs. Freshwater fish, waterfowl and aquatic plants also would have been nutritious food resources available to Native people. Depending upon water flow, the river would have served as a transportation route and communication corridor for Native American groups.

Most of this area, however, had a lengthy period of industrial occupation obviously post-dating that of Native Americans. Thus, the park's potential to contain Native American sites would best be characterized as moderate. Given the industrial activity's concentration in the northern parts of the park, there are two areas where archaeological sites from early periods are more likely to exist:

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1) The "lawn" in the southern part of the park along the Town River, which extends from the Arch Street bridge south to the tailraces. Today, this area nearest the river is a gently sloping lawn with little visible disturbance. There is documentary evidence that at least one seventeenth-century building may have been located near the bridge. Walling's map of 1857 shows a shingle mill between the river and the canal and a sawmill straddling the southern canal. There is an area, approximately 100 feet long between the two buildings that could be largely undisturbed from the pre-industrial period. In the 1879 Walker map, two structures are shown side by side at the location of the recreated **waterwheel** (map #25). These structures are labeled "Mach Shop." A small canal or tailrace also crosses the area. It is not clear how much damage may have occurred from industrial development at this location, or from grading and other landscaping associated with the construction of the park in the 1930s. There may be small pockets of land that are undisturbed, but this can only be determined through archaeological survey.

2) The Annex is a small parcel in the eastern section of the park. The Annex was not part of the Ames Shovel Factory complex. During the active years of the Ames company operation, the Annex was owned by J.D. Burrill (Walker map). The Annex is an area of level to slightly sloping lawn surrounded on three sides by a twentieth century stone wall. A group of buildings marked "Ames Foundry" are indicated on the eastern end of the property in the Annex area in the Walker map, however the historical record provides no evidence of a "foundry" (where molten iron is poured and cast into forms) as compared to a forging shop (where iron is heated and formed under hammers and presses). The "Foundry" marking may be an error or misunderstanding of the technical terminology, a common problem in maps of this type and vintage.

Without archaeological survey it is difficult to say with certainty that the subsurface soils are intact within the Annex. However, there is no evidence that significant development had taken place on the Annex prior to park construction. With the park came the raised stone and cement **Annex Stage** (map #22) in the southwest side of the Annex. In the southeast corner of the Annex, there is **Pulpit Rock**, the large boulder (map #15) at the river's edge, claimed to have served as a pulpit for Reverend James Keith in his first sermon in 1663. A bronze plaque mounted on the stone commemorates this event (map # 29).

While the park was a heavily industrialized area, there may be undisturbed areas, especially in the level undeveloped areas along the bank of the river. It also should be considered that large prominent boulders in other towns were meeting spots for Native Americans and early European settlers (e.g. Sachem Rock in East Bridgewater). If the soil in this area is intact, the archaeological record may reflect such meetings.

HISTORY OF ARCHAEOLOGICAL SITES IN THE PARK

Settlers of West Bridgewater may have been in part attracted to this area by a natural ford across the river in the area of the park. The Town River narrows just upstream of the park and drops over seven feet as it

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passes the former industrial site, forming a location lending itself to power generation through the use of a dam, canals, and waterwheels. (The total drop of water at the site available to generate power would include the modern dam at seven feet plus the grade change from the dam to the location where the furthest tailrace returns to the river, an elevation that could be determined by surveying on site.) Most locations in this region with such natural features were harnessed for industrial power by the mid-19th century, if not earlier.

The original town of Bridgewater was the first inland settlement in the so-called Old Colony, the 1649 "Bridgewater Purchase" in which 196 square miles were bought from Chief Massasoit for the "trifling sum of seven coats, nine hatchets, eight hoes, twenty knives, four moose-skins, and ten and a half yards of cotton." The land was purchased by 56 men from Duxbury who include two who play an important role in the early development of the War Memorial Park site: Deacon Samuel Edson (1612 -1692) and John Ames (1738-1805). Among the group were well-known historical figures William Bradford, John Bradford, and Miles Standish. These first settlers each had the right to house lots of six acres each along the Town River, although it is believed that no more than one-third ever actually settled in Bridgewater. This new "plantation" was not set apart as Bridgewater until 1656. However the park area was the center of this early town (Kingman, Chapter II).

The industrial history of the area that contains the park dates to soon after its initial 17th century settlement, as the new town found an almost immediate need for saw and gristmills. Samuel Edson settled on the south side of the Town River "not far from the bridge which now crosses the river near the town park." Reportedly Edson lived with his family in a log cabin in the immediate vicinity. Archaeological potential at this site requires further investigation.

There is little information available about two early sawmills on the Town River (within today's park) except for the fact that they were purchased by Edson in 1656 from Joshua Ren. The exact location and date of initial construction of which is unknown. Although the date is uncertain, the park is traditionally claimed to be the site of the first gristmill in town. The exact location of this mill is unknown as well but may have been close to the existing dam west of Arch Street, or possibly in the vicinity of the shingle mill evident in the 1850s (Walling Map, 1857). In 1662 Samuel Edson built a grist or "corn" mill nearby the sawmills or perhaps purchased such a mill previously built by John Tournier the same year. (Historic sources conflict, although the Tournier reference is less common.) The gristmill was conveyed to Edson's five daughters on January 15, 1681 and later owned by the Howard family (Edson, 35-6). Eliakim Howard (1739-1827) operated the former Edson gristmill at one point in time (Hurd, *History of Plymouth County*, 1884, 928).

The discovery of gristmill stones (**millstones**, map # 19) during formation of the park (and preserved near the present parking lot) provides physical evidence and an interpretive opportunity to support the claims of a gristmill on site as do Ames Family records. The Ames records document 19th century gristmills and an "old one" replaced in 1831, the date of construction of which is unknown (Oliver Ames Diary).

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Blacksmithing on the site began with Captain Thomas Ames (1682-1736) and his son, Thomas (1706-1774). They descended from brothers John and William Ames who immigrated to America in 1635. William was involved in the iron trade possibly as soon as his arrival, as a blacksmith and possibly with some activity at the Braintree Ironworks founded by the son of Governor Winthrop. John settled in Duxbury, then about 14 years later took part in the "Bridgewater Purchase." John settled here in West Bridgewater. He was a farmer, but his nephew Capt. Thomas Ames, son of William, moved to be with his uncle and eventually took possession of his property. It was he, Capt. Thomas, and his son, Thomas who began blacksmithing at this Town River site. The historical record provides little detail about their activity. The first Thomas also operated a sawmill in today's park area, an enterprise that was passed on through the generations. The younger Thomas refers to it as "The Town Saw Mill" in his will (Chaplin, 18-20, 35-38). It is not clear if this sawmill is the same as the Edson Saw Mill(s).

It is not until another generation, with the fourth child of Thomas Ames and Keziah Howard (1712 - 1823)—John Ames (1738-1805)—that a little more detail appears in the archival record, although the earliest period of his work remains poorly documented. John's father's will actually indicates the blacksmith shop is to be inherited by John's older brother Thomas, but it also stipulates that John is to have "liberty of working his own Stock in my Blacksmith Shop."

By about 1774, a date traditionally used by the Ames Company but unconfirmed by archival research, Captain John Ames was operating most of the industrial facilities on the Town River site including the blacksmith forge, sawmill, and gristmill. Further research is required to track the transfer of these properties to John from his brother Abiel and others.

Tradition states that the local iron industry made use of naturally occurring bog iron available in local ponds and bogs. However, before it could be used by a blacksmith, such ore had to be smelted and refined into wrought iron. There is no known archival or physical evidence of John Ames refining iron, and it is unclear if he did so or purchased his raw materials from nearby refining furnaces, which in the period would have likely been small bloomeries.

Given its location at a site that utilized water power from early in its occupation, and given that this water power was one of the most attractive features of the site, it is presumed that Capt. Ames utilized a power hammer and power furnace blower or water-powered bellows early in the operation of his smithy. One account book of Capt. Ames survives (held by the Stonehill Industrial History Center) and it reveals a diversity of ironworking from the repair and sharpening of iron tools and other implements to the manufacture of hinges, chains, stirrups, horse and oxen shoes, bayonets, guns (muskets), and even parts for gristmills. However, particularly significant is the fact that Capt. Ames is reputed to be one of if not the first to produce large quantities of iron-bladed shovels in America. Such shovel sales are represented in the account book, beginning in the 1780s with a significant increase in the early 1790s. Before this time the vast majority of domestic-made shovels were either made entirely of wood or of wood with a small iron "shoe" wrapped around the wearing edge. Nearly all full iron-bladed shovels were imported from England in the late 18th century.

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Despite the significance of Capt. Ames' work and the extensive records of the Ames Shovel Company that are preserved at Stonehill College, there is little specific information of this earliest period, certainly insufficient to determine the precise construction dates and locations of the earliest buildings on this site. If the Ames company followed the pattern of most industrial facilities, the site of the original John Ames forge was likely either razed and replaced by other structures or was subsumed within additions or modified and transformed multiple times to meet the changing demands of production over more than two century of Ames ironworks occupation.

Captain John Ames married Susannah Howard, a member of the Howard family that had operated the gristmill. At least two of their sons, David (1760-1847) and Oliver (1779-1863) were active in the family iron-working business. Both seem to have apprenticed with their father for a time. David went on to apprentice with noted regional ironworker and cannon founder Hugh Orr. In 1794 David was appointed the first superintendent of the Springfield Armory and it is reported but unconfirmed in surviving Springfield Amory records that his brother, Oliver, worked with him at the Armory for a time. The Springfield Armory is known for its early innovation into production of interchangeable metal parts, precision manufacturing, and mass production. Prior to this time, weapons, shovels and other iron implements were produced individually or in relatively small quantities (Galer, *Forging Ahead*).

Upon the death of Captain John Ames in 1805, his son Oliver became the leader in the family's Bridgewater businesses. It is unclear exactly when operation of the various non-ironworking industries came fully into Ames ownership and management.

In addition to the Howard-run gristmill, a carding mill also was located in the park area and run for a time by Uriel Howard (1781-1870), son of Eliakim Howard (Hurd, 928). There was a fulling mill on site too, and three (saw, grist, and fulling) mills are visible on the 1795 map of Bridgewater. The earliest mention of any of these mills in Captain John Ames' surviving account books is an April 1780 entry that mentions the sawmill (Capt. John Ames Ledger, Stonehill Industrial History Center).

The Ames family were operating the fulling mill at least as early as 1829. Oliver Ames states in his diary that in 1829 he built a new canal and installed a new wheel for the fulling mill, allowing the mill to serve several functions. In addition to fulling it was also used for carding wool and grinding shovels. The same year, he also built a new (presumably water-powered) hammer shop for forging shovel blades (Oliver Ames Diary, Stonehill Industrial History Center.)

Extant samples of various stages of the shovel forging process at the Industrial History Center at Stonehill College reveal that this was a multi-step process, although once the Ames Shovel Shops reached there stride in the early 19th century only some of the steps of production were completed in Bridgewater. Handling and finishing were completed at the main Ames Shovel works in Easton sometime after it was established in 1803. The focus of the work in Bridgewater became plating, forming shovel blades of a combination of wrought iron and steel. The process utilized only a small bit of steel, a more expensive raw material than wrought iron before the innovation of the Bessemer process in the second half of the 19th century. The iron was partially forged (heated and hammered), folded, and the steel bit placed

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between the open, folded ends of the plates. Heating and forging continued as the steel welded to the iron and the hammerman shaped the blade into its near final form. The final form was in reality a welded laminate of three layers at its wearing edge (two wrought-iron layers with a layer of steel between), transitioning to two layers of only wrought iron closer to the handle socket. Although a wide variety of iron tools and implements, even small arms, were produced at this site in the 18th century, shovels became the primary product of the Ames operation by the early 19th century.

Throughout its occupation the Ames Company made modifications to this site. Oliver Ames' diary records many if not all of these activities covering the spectrum from relatively common maintenance such as repairing waterwheel buckets, shingling building walls or slating their roofs, or replacing hammer heads (generally weighing 300 to 400 pounds) to more major tasks such as moving buildings, installing new shafts on hammers or entire water wheels. All aspects of the facility required aggressive maintenance for maximum efficiency: the waterpower system (raceways, wheels, and shafts), the buildings themselves, and the equipment (hammers and blowers) (Oliver Ames Diary, Stonehill Industrial History Center).

From the 1830s through the 1850s Oliver Ames recorded in his diary a variety of construction at various facilities at the area comprising today's War Memorial Park. In 1831 he noted, "Took the old Gristmill away and made a cole [sic] house of it." He then constructed a new gristmill north of the hammer shop. Other work includes major modifications to the waterpower system such as the creation of a new canal (or "trench") and the filling in of an old one, work that led to some grade changes ("raised ground") around these trenches. Ames constructed a new dam in 1836 and in 1848 he was striving for greater power generation with the available water supply, moving one of the hammer wheels upstream seven inches, raising it four inches, and installing an iron gate to accommodate a new undershot wheel. In 1850 a new flume was built to supply a new iron waterwheel (invented by Mr. Rider of Plymouth) at the gristmill (Oliver Ames Diary).

In general the diary provides many small yet informative clues to the elements that comprise the industrial complex. For example, an August 1844 entry indicating new flumes and "breastwork" at the oldest hammers tells us that a breast wheel was located there rather than an overshot or undershot wheel. Several entries refer to a "floom," a term which he may have used interchangeably with raceway or may have used to refer to the underground water channels on site. However, "flume" is often used to describe a fully enclosed or open-top wooden trough or pipe utilized to carry water to a waterwheel, suggesting that, in addition to the extant stone raceways, there may have been large wooden pipes carrying water within the site. Given that he describes work to flumes and breastwork together, and given that breastwork was certainly of wooden construction, this entry suggests that the flumes, at least in this entry, were wood too.

Entries from 1844 and 1848 discuss tin and wooden pipes utilized to carry "wind" from the bellows to the heating furnaces spread throughout the ironworks. He also suggests that at some point in time this blast of air was distributed through underground iron pipes. In 1848 he speaks of 150 dozen spades plated per week as a good winter rate.

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The diary also provides some information that provides a human touch to the entries and could be valuable to genealogists or historians looking to provide deeper analysis of the site and its history. For example, we learn that hammermen named Melvin Bailey, James Holmes, Perkins, and Freeman were some of the skilled craftsmen who worked on this site. In 1832 Ames mentions construction of a new house for workmen.

Meanwhile, as expansion and modification of the shovel-making components of the site were underway, Ames continued to operate the saw, fulling, and gristmills, repairing and modifying these on a regular basis.

It should be noted that some sources also refer to Ames-run saw and gristmills on Hockomock Brook at its intersection with what is now Crescent Street (Anon Map 1831). Oliver Ames also refers to management of the water levels in West Bridgewater's Lake Nippenicket to control its outflow into the Town River, which feeds the sites here at the park. There are also some references to a mill upstream, at the discharge of Nippenicket into the Town River, but few details, and seemingly nothing extant. These mills do appear on the 1831 map.

Despite these various Ames operations in West Bridgewater, the manufacturing facilities here became secondary to the main Ames shovel production facility in neighboring Easton. Although this important company's origins are here on the Town River, the shovel business began its major climb to significance when Oliver Ames established his shovel shops in Easton in 1803. The West Bridgewater shop became an integral component of a multi-site and multi-town shovel-making empire, which by 1847 included facilities in West Bridgewater, Easton, Canton, and Braintree, Massachusetts.

The success of the Ames shovel business followed the changing patterns of American industrialization, as sales of shovels for construction of transportation networks—first canals, then railroads, and all along expanding roadway systems—then led to improved sales and distribution of shovels on the very canals, rails lines, and roadways they help build. Ames shovels supplied every major mining, construction, and industrial operation in America and even overseas. For example, they were the major supplier of shovels to the California Gold Rush, which started in 1849, as well as a producer of shovels to the Australian gold rush of 1851. They supplied shovels and specialized entrenching tools to all American wars, some say as early as the Revolutionary War (in which case these tools would have been made in West Bridgewater) but certainly as early as the Civil War.

By the 1870s Ames claimed it was the largest shovel maker in the world, making 3/5ths of the world's shovels. Two of the founder's sons, Oliver Jr. and Oakes, utilized profits from the shovel business to diversify their financial holdings, most notably as leaders in the construction of the Union Pacific Railroad. Although they had some limited involvement in railroads previously, their entrance into the national stage of the Transcontinental Railroad is said to have been instigated by a personal request from President Lincoln to then Congressman Oakes Ames. Although the construction of the rail line was a success of national significance and the brothers profited handsomely, it was not without negative repercussions as Oakes became the center of a national political scandal of the highest visibility. The Credit Mobilier scandal was front-page news around the nation for months if not years.

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This West Bridgewater facility remained a major element of the Ames shovel-making empire well into the 19th century. However, by the latter part of the century and the turn to the 20th use of this operation had declined since the company had not only expanded to facilities within Massachusetts (at Braintree in 1823 and Canton in 1844 in addition to locally in West Bridgewater and in Easton) but to other states as well including Pennsylvania, Indiana, Missouri, Maine, and Texas. By 1893 or 1894 the West Bridgewater plant seems to have been used for little more than storage.

The buildings were razed circa 1908 (file at Old Bridgewater Historical Society, n.d.), although additional research should be done to confirm this date. By 1913, this formerly busy industrial site no longer was listed in the company's assets (Company Inventories, Stonehill Industrial History Center). By the first quarter of the 20th century the site had become overgrown and used as an informal dump (Babize, et al. 6).

In 1935 the West Bridgewater Town Clerk, H.E. Bryant, saw the potential of the riverside property as a town park and initiated discussions within the town administration to transform the former industrial site. This vision led to a 1935 vote by West Bridgewater Town Meeting to purchase the property from the Easton Land Company, which was established by various Ames family members and estates to hold former shovel company property no longer needed by the shovel company. 4 1/4 acres were purchased by the town for \$2,000.

Eveline D. Johnson (1896-1986), a local woman who had general art training at the Massachusetts School of Arts in Boston but no formal landscape design experience, designed the new park and submitted it to the Works Project Administration for approval. It is unknown if she designed any other public landscapes, but here she developed an innovative plan that integrated extant historical features "with the concept of a natural rustic outdoor environment popular at the time in park improvement and development across the country." (Babize, 6)

With WPA approval and funding for the project from the Emergency Relief Administration Boston office, the project was completed in 1936. Also that year the Town acquired an additional 0.4-acre parcel on the eastern end of the site—the Annex. It contains **Pulpit Rock**, and an outdoor amphitheater—the **stage**—was constructed there (Babize, 7).

In recent times War Memorial Park has undergone varying levels of restoration. By 1991 the park had become overgrown and fallen into overall disrepair. It was little utilized except for undesirable activities and earned the nickname "Needle Park." However, in 1991 a local group of volunteers undertook a major cleanup and restoration. Rededication occurred in September 1992, and the park has been actively used by the community ever since (Babize).

A fall 2002 preservation plan evaluated a variety of issues in the park, including deteriorated stone wall sections, eroding pathways, heavily compacted soils, rotted safety fencing, and dying trees (Babize). Some of the plan's recommendations, including restoration work, were implemented soon after this preservation plan was prepared.

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Evidence of Buildings and Their Function

On a relatively crude 1795 map, it is difficult to precisely locate the park area because of a large symbol indicating the "West Meetinghouse" just north of the Town River. This map does indicate a saw, grist, and fulling mill complex in between the meetinghouse and the river. These are undoubtedly within the boundary of today's War Memorial Park. The blacksmith shop and/or furnace are not indicated on the map.

In describing the waterpower features on the site, Oliver Ames in his detailed diary, held by Stonehill College, utilizes the terms "canal", "trenches" and "floods" (flumes). It is unclear if Ames was consistent in his use of these hydrological terms as far as the type of water course described or if he used them interchangeably. "Canal" and "trench" are likely interchangeable terms for uncovered, relatively narrow, stone-walled trenches that traverse the site to carry water from the head gates at the dam to various waterwheels throughout the site, then as tailraces discharging water to the river. (However, most of the tailraces on site are far less substantial structures, with minimal stonework, as there is less requirement for tall stone walls due to the drop in elevation of the water, which meets the elevation of the river as it discharges into the river.)

The use of the term "flood" is unclear. It may be interchangeable with "canal" and "trench." Or, it may refer to the subterranean stone-lined and capped tunnels (**underground water channels**, map # 24) that enter the machine shop area from the southern branch of the canal and that also connect the north and south canals. Two other "flumes" (using this interpretation of the term) are evident in the park. One enters the small southern "**foundry**" **building foundation** and **sunken garden** (map #s 1 and 23 and figure 1), becoming a tailrace east of the foundation. The other begins near the waterfall in what is sometimes marked as the "old foundry" building, passing through the south part of the north "foundry" building, most of which is not longer evident (map #s 4 and 38).

In 1831, Ames notes in his diary that he installed a new flume at the sawmill and made a new trench which he "stoned up." In 1837 he installed flumes at "the head of the trench" (presumably the upstream end to power the machine shop where the existing water wheel is located) and at the fulling mill.

An 1831 Map of West Bridgewater shows three buildings and possibly a canal at the park. Two structures are shown north of the northern canal and one on the southern canal. Someone has penned in labels for the mills on the 1831 map. The author is unknown. North of the canal, the westernmost building is labeled as "sawmill" and the easternmost building as the "gristmill." The gristmill, as indicated, may have been the building just east of the **picnic pavilion site** (map #35), which later became the northern building of the Ames "foundry." The sawmill may have been in the vicinity of the largest of the foundations (later the southern building of the "foundry"). A shingle mill is also written in on the 1831 map, appearing to be on the southern canal.

Walling's map of 1857 indicates eight buildings on the site as well as the two divergent canals. Immediately east of the Arch Street Bridge on the low slope to the Town River is a shingle mill. The mill is indicated on the south side of the southern canal. Today on the north side of the river there are several

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stone steps that lead down to a linear series of stones that cross the river. The steps may date to the park's construction, or they could have been part of the mill complex.

Approximately 100 feet to the east is a large building that straddles the southern canal. This building is labeled "sawmill." The tailrace to the river is not shown. A small blotch (possibly another building) is indicated northeast of the sawmill. At the end of the northern canal there is a large building labeled "O. Ames Shovel Mfy." No tailrace is shown on the map. To the north of the large building is a complex of three buildings labeled as "Furnaces." A Vane Manufactory, probably on the property of Jonathan Howard, was located north of River Road, northwest of the Arch Street Bridge and opposite the main dam (outside of the present park).

The 1879 Walker map shows nine buildings in what is now the park. The shingle mill is no longer shown. At the location of the recreated **waterwheel** (map #25, south of the southern canal) there are two mapped structures that generally match the footprint of the existing foundations. At this time an unlabelled building is still evident at the sawmill location, straddling the southern canal. A large building (a part of the "foundry" complex, and the site of the largest existing foundation) is shown at the end of the northern canal. The tailrace is not indicated. Immediately north of the canal (in park's the northeastern lawn) is a large building, possibly formed out of two to three smaller structures. The southern end of the building is approximately at the location of the foundation (**Northern "Foundry" Building Foundation**, map #3) containing the park's **outdoor kitchen** (map # 39, figure 2). Today a subterranean flume extends from the end of the canal (where it turns south) beneath the **picnic pavilion site** and becomes a tailrace ending at the Town River. This area is interpreted as the southern end of the north "foundry" building. This flume also could have been a part of an earlier mill structure. To the west of the northern "foundry" building, east of River Street, the 1879 map shows three buildings. The northern buildings (made of one to three buildings) are labeled "B.S.S." for blacksmith shop. A large building south of the blacksmith shop is labeled "Wareho." for warehouse. A smaller building just east of what is the parking area today is unlabelled.

On the 1879 map, northwest of the dam, and northwest of the Arch Street bridge there was a building coded as a mill. The building was owned by J. Howard and was located immediately northwest of the dam on a narrow parcel that is part of War Memorial Park. Given its location upstream from the dam, the mill was not powered by the impoundment. This area has been disturbed by dam construction and erosion. No foundations were observed at this location. Disturbed ground contains broken nineteenth century glass and ceramics. Curiously, the 1894 U.S.G.S. Quadrangle map shows no buildings within the park area.

On the Richards map of 1903 the park area is labeled as land owned by "E.H. Lathrop." The map shows a blacksmith shop, a complex of buildings designated "O. Ames & Sons Corp.," and a "sawmill" located just at the river's edge. The Richards map depicts building footprints associated with the Ames factory complex and three structures along the southern canal nearest the river. Two of the buildings are south of the southern canal and are interpreted to be the mill structures associated with the existing mill wheel

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(Ames Machine Shop Foundation, map #5, figure 2), sluiceway and flume. They are probably the machine shops indicated on the 1879 map.

The 1903 map shows a dam-like structure and impoundment at a location that is today the divergence of the two canals. The modern topography reveals a west-sloping contoured area that could have been a dam that was recontoured later during park construction. The configuration of the dam is unknown. A building, possibly a sawmill, is located downstream from this "dam" and the outflow (which flows south to the river) varies from the sluiceway observed today, which veers to the southeast. The sawmill was constructed on top of the canal just downstream of where the flumes enter the machine shop buildings.

If this 1903 map does in fact show a dam, it was likely constructed to enhance the site's waterpower storage capacity beyond that available at the existing dam. The main dam could have been raised to flood a larger area above the dam and thus store more water. But expanding this reservoir would have been limited by the impact such an enlargement would have on upstream landowners. Additional reservoir capacity on site would help keep the Ames factories running during the summer low when the Town River can have very limited flow. However, the additional capacity would have been small.

Downstream from the sawmill the narrow stone-lined canal begins to widen in a series of horizontal steps (figure 2). Low submerged dam-like structures are evident in these areas. Some may interpret the purpose of this system as one to slow the exiting water into what becomes the tailrace, greatly reducing its flow where it returns to the river in order to prevent erosion, especially in the vicinity of a sawmill, which was near the end of the tailrace in 1903. This theory assumes the location of the sawmill at the far end of the raceway is a spot where it could not have benefited from water power, and therefore concludes it must have been a steam-powered mill.

While this theory is possible—that by the latter 19th century steam was utilized at this site—it seems more likely that park-era modifications or perhaps missing elements (such as wooden flooms) obscure the actual arrangement of the power system here. Traditionally industrialists utilized water power when available, even later in the 19th century when steam was available, as water power was generally inexpensive to operate. Steam and water systems were utilized in tandem. Perhaps the current design to slow waterflow and make a more waterfall-like feature originated with the transformation of this site into a park.

In 1941, the U.S.G.S. Quadrangle that was surveyed in 1936 shows no buildings at the site. A small pond is indicated at the eastern end of the northern canal just beyond the "old foundry" building foundation. This may be the park's paddling pool.

Insurance maps of the late 19th and early 20th centuries (e.g. Sanborns) typically provide detailed information about the function of specific buildings within industrial and residential complexes. Curiously, Sanborn Insurance maps of the region do not include the entire Ames Mill complex. Few, if any, of the Ames properties were documented by Sanborn. An Oliver Ames and Sons gristmill and sawmill, and shop in West Bridgewater were insured by the Hartford Fire Insurance Company in 1854-1855. The policy (on file at Stonehill College) provides no map.

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Structural Features Evident Today

Much has been accomplished already to incorporate the historic archaeological sites into the present-day park. Within today's park are several foundations that once supported the many industries at the site. Stone-lined canals and retaining walls pass through the park and a mill dam is located upstream. Many of the foundations have been enhanced with grass and gardens to give them a park-like character. Stone foundation walls have been stabilized. In the process, many have been preserved. Some undoubtedly were disturbed by park construction in the 1930s. Even portions of the Ames trip-hammer (**trip-hammer block/Ames memorial**, map #10) and the gristmill stones (**millstones**, map # 19) have been preserved at the park, although re-located from their original positions, which were not documented. The extent of disturbance to the foundations of the old buildings is unknown. During park construction, stones for rebuilding canal and foundation walls were in short supply. This shortage was resolved (Old Bridgewater Historical Society Papers n.d.) but the source is not indicated. It is possible that old foundation stones from the many buildings on the site were used in this process. An archaeological survey would be required to determine the condition of these early foundations hidden beneath park landscaping.

Structural remains that are evident today include the following:

The ca. 1832 Arch Street Bridge, which is outside the boundary of the park. For this reason, it is not included as a resource in this nomination. It is, however, shown on the district map as Triple Arch Bridge (photo 12).

The headrace of the **canal system** (map #9) extends from the main dam (also outside the park boundary, but indicated on the district map) north of Arch Street Bridge beneath Arch Street through a small **stone-slab bridge** (photo 1, map #12). The canal extends 260 feet east from the head gates (or 180 feet from the bridge) to where it diverges into two narrow, deep, stone-lined canals (the north and south canals, map #s 9a and 9b). In 1903, the divergence was the location of a small dam.

The **south canal** (map #9a) parallels the river for some 340 feet from the divergence, which is 260 feet east of the headgate. For most of its course the canal is approximately 90 feet north of the river. Just beyond where it diverges from the north canal a stone-lined sluice gate allows water to pass from the south canal through the site of the western machine shop building. Approximately 25 feet downstream from the sluice is a subterranean stone-lined and capped flume that diverts south from the south canal into the eastern machine shop building.

The **north canal** (map #9b) diverts to the northeast some 260 feet east of Arch Street, runs 80 feet north then beneath the ground for a distance of 40 feet turning northeast and then extending approximately 320 feet to return to the river (figure 2). In total the canal runs approximately 440 feet from the split with the southern canal to the River. The 40-foot underground area was once a

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crossroad, and at this location the canal passes through a large clapper bridge (**stone slab bridge**, map # 13). The canal continues to the east sharply veering to the south (within the **southern "foundry" building foundation**) and then to the east again flowing to the river. The canal powered the southern "foundry" building, possibly an early gristmill, and possibly a sawmill in 1903, at the end of the canal. In 1903, there was a dam at the location where the two smaller canals diverge.

Southern "Foundry" Building Foundation (map #1): The canal changes direction within the foundation and a waterfall is located halfway through what was once the structure (figure 2). This waterfall was likely constructed when the park was built, modifying the location of a waterwheel.

Northern "Foundry" Building Foundation I (map #2): This foundation is located northeast of the Southern "Foundry" Building Foundation, and is interpreted as part of the northern "foundry" building. A subterranean flume passes through the foundation passing into a tailrace on the east side. The northern parts of the building would have paralleled the existing north-south stone wall that separates the Annex from the rest of the park.

Northern "Foundry" Building Foundation II (map #3 and 39): This foundation contains an outdoor "kitchen." When the park was constructed a stone sink, fireplace and table were built for picnicking.

"Old Foundry" Building Foundation (map #4 and 38): The original function of the building is unknown. It may have been a part of the southern "foundry" building. On Richards' 1903 map a small outbuilding is shown at this location. A subterranean flume extends diagonally from the **north canal** branch into this foundation. Thus, a water-powered machine was located here. Tradition has it that this was the trip-hammer location. A stone lintel covered bridge covers a passageway connecting this building with the **Southern "Foundry" Building Foundation**. The foundation contains a "sunken garden" that was created ca. 1936.

The Ames Machine Shop Foundation (map #5): This is a double foundation that once supported the Ames Machine shop (Walker 1879).

Sawmill Site (map #6): This is a depression immediately north of the south canal. It was a part of a sawmill.

Unidentified Building Site (map #7): This is a depression immediately northeast of the parking lot entrance. It is a part of a small unidentified building on the 1879 map (Walker 1879).

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Potential for Subsurface Historic Archaeological Features in the Park

The following is a list of historic structures that are no longer standing in the park and have no obvious remaining foundations. The structures may have been covered or destroyed during construction of the park. It is suspected that many may still lie beneath the fill from park construction.

Shingle Mill: This structure was located in the southwestern part of the park. It was possibly the location of Edson's early gristmill.

Carding/Fulling Mill(s): The precise location of these mills is not known, but they were inside the boundary of the park.

Early gristmills: The precise location of the Tourner, Edson and Howard mills is not known..

Sawmill on the south canal: While the foundation of this large structure is not visible, there is a depression on the north side of the canal (sawmill site, map #6) and a raised area on the south side of the canal. It is believed that the foundations of sawmill are located here, possibly covered with fill.

1903 dam: A graded slope is evident where the two canals diverge. The high ground to the east is believed to be the area where the dam once stood.

Machine shop buildings off the south canal: Two machine shop buildings stood at the location of the existing water wheel (map #5). Their exact footprints are not known. Remnants of their foundations may be buried beneath fill at this location.

1903 Sawmill at east end of the south and north canals: No remains of a sawmill are evident at the mapped location (Richards 1903). If this was a steam-powered mill, it may have been portable. Landscaping may have destroyed or obscured the mill remains.

The northern "foundry" building: Remnants of the foundation have been described and are listed on the data sheet and shown on the district map (map #1). However, the northern parts of what was probably a multiple-addition structure are not visible. A stone wall runs north-south at the building's eastern side separating the earlier industrial site from the Annex.

The blacksmith shop was located in the northernmost part of the park, which is now a lawn. The remnants of the buildings associated with the shop may be covered with landscaping fill.

A large warehouse was located just northeast of the parking area. There is a slight depression in that area, which may be the remains of the building.

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A small building of unknown function was also located northeast of the parking area. This may be the earthen depression called **unidentified building site** (map #7) on the district data sheet. The foundations and archaeological deposits may be covered with fill.

In 1879 a road extended east from the "bridge" over the northern canal (in the center of the parking area) ending in 1903 at a sawmill. The sawmill was located at the end of the road at the Town River, presumably between the outlet of the north and south canals.

In 1879 a road extended southeasterly from the main canal at Arch Street, southwest of the machine shop buildings south of the canal (map #4).

In 1879 a road extended northeasterly from what is now the center of the **stone slab bridge** (map #13) over the northern canal bridge to an open area (courtyard) in the center of the "foundry" buildings, blacksmith shop and warehouse (map #4).

Remains of J. Howard mill. A mill building owned by J. Howard was located immediately northwest of the dam on property that is part of War Memorial Park. This building may have been a pickle and vinegar factory. It was indicated as the "pickle factory site" in drawings produced in the 1930s.

Recommendations

Any construction in the areas that may contain sites should be preceded by a careful review of historic maps and in some cases an archaeological survey. General areas that have a very high potential to contain historic sites and features are:

1. The lawn northeast of the parking area.
2. The lawn along the Town River.
3. The outlet of the north and south canals.
4. The old dam area where the canals diverge.

Areas that have a moderate to high potential to contain Native American sites are:

1. The lawn and Pulpit Rock area in the Annex.
2. The lawn along the North River.
3. The lawn north of the main canal.

(end)

WAR MEMORIAL PARK

Name of Property

8. Statement of Significance

Applicable National Register Criteria

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

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☒ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☒ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

☐ **A** owned by religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

PLYMOUTH, MA

County and State

Areas of Significance

(Enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT

ENGINEERING

INDUSTRY

LANDSCAPE ARCHITECTURE

COMMERCE

Period of Significance

1663-1958

Significant Dates

1663, ca. 1774, 1936

Significant Person

(Complete if Criterion B is marked above)

AMES, OLIVER

Cultural Affiliation

NA

Architect/Builder

JOHNSON, EVELINE – landscape designer

Narrative Statement of Significance

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Record #

Primary location of additional data:

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

Name of repository:

MHC, Stonehill Industrial History Center (Stonehill College), W. Bridgewater Library

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8. STATEMENT OF SIGNIFICANCE AND HISTORICAL BACKGROUND

The site that is today War Memorial Park has played a significant role in the development of the community of West Bridgewater from the town's 17th century origins through its present role as a civic gathering place. Between these periods the park was occupied by industrial facilities that span the breadth of American industrial development, from its earliest proto-industrialist period of small mills and artisan/craftsman shops to a more fully developed post-industrial revolution role. At this site lie the origins of one of America's oldest businesses (still operating today), which designed and manufactured the iron-bladed shovel—one of the most basic and necessary tools.

From simple artisan and industrial origins, this small facility grew to become a mass-production empire producing shovels that were sold around the world. The riverside placement of the park strongly suggests Native American activity at this site before Europeans set foot on this land.

War Memorial Park is associated with a number of historically significant people, including Reverend James Keith, who is said to have given the first sermon in town at **Pulpit Rock**, and Oliver Ames, whose name became synonymous with the world's largest and greatest manufacturer of shovels. Finally, the creation of the park itself is significant for its association with the Works Progress Administration and the Great Depression era.

Extant elements of each of these historically significant aspects of the park add to the remarkable nature of this site. Most prominent are the unique surviving elements of the rather complex hydrological system that powered the industrial facilities on the site. A variety of extant **stone walls and foundations** are of importance too. Southeastern Massachusetts once held a concentration of ironworks critically important to the evolution of the American iron industry. Sadly, few physical remnants survive, particularly from the late-18 and early-19th centuries when this region dominated the iron trades. Few if any buildings remain from this period, thus making the extant resources here in War Memorial Park unique and significant survivors of an important industry.

War Memorial Park is the location of intensive industrial activity dating from the time of the settlement of West Bridgewater to its establishment as a town park. Industries were located in the park from the 1660s to the early 20th century, with many of the standing portions of buildings razed around 1910. In 1936, the site was transformed into a town park integrating the historic industrial resources. The park retains integrity of location, design, setting, materials, workmanship, feeling and association and fulfills National Register criteria A, B, C, and D at the local level. The period of significance begins in 1663, when **Pulpit Rock** (map #15) was used to deliver a landmark sermon, and ends in 1958, the National Park Service's standard 50-year cut off to qualify as a historic resource.

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War Memorial Park meets National Register Criterion A as an example of the importance of a natural river ford in the establishment of a 17th century plantation. The site was important to the development of the Nuckatest plantation as the location of the first interior settlement of the Old Colony. This was the site of the first gristmill, a land use that continued to serve through the 19th century. The site continued in significance through the 18th and 19th centuries expanding to include a blacksmith/shovel factory site supporting the agricultural and industrial endeavors of the town of West Bridgewater and the country. Industrial use was diverse (including saw, fulling, and shingle mills as well as a pickle factory) and lengthy (about 250 years).

The park is also significant under criterion A, for the role it played in West Bridgewater's history as a Works Progress Administration project that turned the historic site into a town park while interpreting its industrial history.

War Memorial Park is the site of the original Ames Company, which manufactured metal implements that were crucial for farming, and for railroad and canal construction. The park is significant under National Register criterion B for its association with Oliver Ames, the company's founder. While Ames' main works was in the adjacent town of Easton, it was here that Oliver Ames got his start, and this site remained an important element of the Ames shovel-making empire as it grew to become the largest shovel-maker in the world.

War Memorial Park meets National Register Criterion C as an example of the work of Eveline D. Johnson, a local landscape designer, who in her 1935 plans integrated extant historic resources into her design for a town park constructed under the WPA program. Such municipal parks typically improved on existing conditions, created a rustic quality through the use of native and natural materials, and utilized the talents and skills of community members.

War Memorial Park is also significant under criterion D as an archaeological site. The location of intensive industrial activity dating from the time of the settlement of West Bridgewater to the first quarter of the twentieth century is evident. Industries were located in what is now the park from the 1660s to approximately 1900. While many of the associated buildings were razed around 1910, foundations and other reminders of their existence are extant.

The Ames industrial complex was substantially landscaped in the 1930s when it became War Memorial Park. However, a recent archaeological assessment determined that five of the park's extant **foundations** (map #s 1, 2, 3, 4, 5) are in moderate to good condition, as are elements of the sophisticated waterpower system. Extant foundations are described in section 7, shown on the district map, and listed on the district datasheet. The waterpower system within the park consists of the **Ames Dam** (map # 26; including

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headgates/slucicway, headrace) and the canal system (map #s 9a and 9b; including four subterranean flumes, two wheel or turbine pits, and three tailraces). The stone-lined canal system has been repaired in places, but much of the original fabric remains. Two earthen depressions (map #s 6 and 7) suggest original building foundations that may be obscured by fill.

While most of the park's area was taken up with industrial buildings, there are pockets of undisturbed land that may contain Native American sites. This is especially true of the open lawn to the east of the "foundry." While no Native American sites are on record for the park and its immediate surroundings, this is more the result of few archaeological surveys in the vicinity than a dearth of sites. Within a radius of 2.5 miles, there are 33 Native American sites, many of which are in environmental settings similar to the park.

Archaeological resources are predicted to be diverse based upon the different types of industries that operated within what is now the park. Several industries shared the extensive waterpower system. Canals and flumes were diverted to the ironworks/forging, grist and sawmills. Buildings associated with the ironworking operations would have been much more substantial than those associated with the saw and gristmills. The ironworks had multiple rooms and structures associated with the different parts of the manufacturing process. Separate rooms housed the trip-hammer and bellows. Others were machine and finishing rooms. Smaller industries such as the sawmills would have had limited foundations with small canal diversions to the wheel pits. Iron parts of wheels, saws, and grinding wheels may be found in the archaeological record of these mills, but overall, artifact distributions around saw and gristmills would be limited.

While the park has been landscaped, it is believed that archaeological deposits are intact in many areas of the complex. Several areas within the park have depressions in the location of past buildings. Surface stones are located in areas where historically mapped buildings are shown. Historic maps and other documents provide considerable information about the function, location and dates of the many mill buildings.

The industrial archaeological sites in War Memorial Park have the potential to answer research questions of importance to industrial and historical archaeology. Archaeological features are predicted to consist of additional building foundations and flumes, as well as parts of the waterpower system, raceways, dams, wheel pits, machine supports, roadways, piping for furnace blowers, refuse disposal areas, slag heaps, and waste piles. Research questions that could be investigated at the park include the following: What iron processes were completed at the park and does the archaeological evidence support the documentary record? Was iron ever produced here from raw ore or was refined bar iron purchased for forging? What were the sources of iron ore and did the sources change through time? The chemical qualities of iron will be evident in slag disposed of at the site. How did iron strength change over time? Were the optimal

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materials and methods employed? How efficient was the production process as indicated by waste piles, slag, and fuel type? How did the efficiency of the forge operation compare with other iron manufactories in New England? How did the layout of buildings change as industrial activity increased? How did the other industries at the park, such as the grist and sawmills, co-exist with the burgeoning forge? How were the ironworks buildings re-used as the industry declined? How did subsequent industries make use of existing buildings and infrastructure? What was the nature of demolition at the park following industrial decline?

The Oliver Ames diaries and other archival records at Stonehill College describe in detail the construction and maintenance of buildings and the water system at Ames' facilities. Yet, references to the actual sites being constructed are vague and difficult to indicate on a site plan. Additional research could be undertaken to associate these construction activities with the West Bridgewater and Easton foundries, and other Ames industrial sites.

War Memorial Park was the location of innovative industrial activity for nearly 250 years. The shovel manufactory was one of the first to mass-produce iron-bladed shovels in the United States. Much of the original waterpower system and many of the building foundations are still evident and intact. This survival is rare particularly when one considers the extensive archival records preserved at Stonehill College. The park has the potential to contribute to archaeology, especially related to several important local and national industries including textile, shovel manufacturing, grist and saw milling.

History of West Bridgewater

The settlement of Old Bridgewater included the present towns of Bridgewater, West Bridgewater, East Bridgewater, Brockton and a portion of Easton. In 1645, with permission from the General Court, a group of fifty-four Duxbury citizens purchased land called Satucket from Chief Ousamaquin (Massasoit). The Record of Purchase is dated 1649 and included among the Proprietors of the new plantation such prominent men in colonial history as Miles Standish, William Bradford, John Alden and John Brown. Two more shares were granted to the miller, Deacon Samuel Edson, and the minister, Rev. James Keith. The plantation was called Nuckatest, or Nuncketettest. Of the 56 Proprietors, only seventeen families initially took up home lots (ca. 1649).

The original settlement was concentrated along the Town River near the present day dam. One of the determining factors in the Proprietors' choice to lay out the settlement in West Bridgewater was the existence (in the area of War Memorial Park) of a natural ford site across the Town River. A narrowing of the river's banks and a natural break in the bedrock offered a good spot for crossing and for the future development of a dam. The historical record is unclear as to the date of the earliest mill at the dam. It either belonged to John Tournier who sold it to Samuel Edson in 1662 or was built by Edson in 1662. The gristmill site is believed to have been located just south of the dam near or in the War Memorial Park site.

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Granite millstones (map #19) were unearthed during the development of the site into a park in 1936. Meanwhile, two early sawmills on the site have uncertain dates of origin but were sold to Edson in 1656.

Although there is no date known for the exact construction of the dam, town records refer to the agreement to make a "cart bridge" over the Town River in 1698, and "...the owners of the saw mill, viz.: Josiah Edson, Edward Fobes, Ephraim Haward, Thomas Snell, and Joseph Hayward, agreed to do their parts over and above what the rest of the town did, because their mill pond make a necessity for the bridge." (Colonial History of West Bridgewater Massachusetts, page 22).

Bridgewater, as the settlement was named in 1656, became the first interior settlement of the Old Colony. Being so far removed from Plymouth, the town needed its own minister. In 1663, Reverend James Keith, who came from Scotland in 1662, was selected to fill the position. Because the meetinghouse at that time was insufficient to hold service, Keith preached his first sermon on **Pulpit Rock** (map #15), a broad flat rock that lies adjacent to the Town River in War Memorial Park. Keith married Samuel Edson's daughter Susanna Edson. [Their daughter, Mary Keith, later eloped with Ephraim Howard whose family owned the successor to Edson's gristmill on the Town River in the present park, thereby connecting those three families]. Keith served as Old Bridgewater's minister until his death in 1719.

By 1774, there appears to have been a sawmill, gristmill, fulling and carding mill located along the Town River, in addition to a pickle factory run by Jonathan Howard. Though records indicate a blacksmith shop, there is no early map that depicts a structure for this use.

In 1776, a bridge (location of Triple Arch Bridge, outside the district) carrying Arch Street over the River and a footbridge over the first canal (**main/south canal**; map 9a) was constructed. Thus the main and south canal are believed to date to about 1774. The footbridge ended at the pickle factory. At this point, the site was firmly established for water-powered industry.

Industrial Development and the Ames family

Captain John Ames (1738-1805) was a direct descendant of John Ames (1610-1698), one of the Original Proprietors of the "Bridgewater Purchase." Carrying on a long family tradition in ironworks, Captain John Ames became a successful blacksmith in West Bridgewater, having taken over his father's forge and property on the Town River. In 1738, he married Susanna Howard and together they had ten children.

Blacksmithing required an ample supply of wrought iron, which in the earliest period of development was refined from locally available bog ore that was first discovered in the Bridgewater area in the early 1600s. Bog and lakebed ore were plentiful in the nearby swamps and ponds. Although a blacksmith like Ames may have had the skills to refine iron from the ore himself, this was not typical practice and there are neither surviving records nor known archaeological evidence indicating that John Ames ever refined his

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own iron. More likely he purchased wrought iron from others who refined the ore directly into wrought iron in a small scale bloomery or produced wrought iron in a two step or indirect process, first forming pig iron in a blast furnace then refining it into wrought iron in a finery.

John Ames would then heat and hammer the wrought iron to make small implements and household fixtures such as hooks, hinges and hasps, wheels, axles and horseshoes. A blacksmith operation that forms iron this way is called a forge.

A plentiful supply of wood from nearby forests was used in the making of charcoal, which was used as fuel for the blacksmith's furnaces. The temperature in these furnaces was raised by a blast of air typically provided in small blacksmith operations of the period by a hand-powered bellows. However, as forging shops expanded in size and were located at a source of power, water-powered blowers replaced hand bellows. Oliver Ames' diary makes several references to such blowers, enlarged to a scale where one or several centralized blowers served several furnaces and the blast of air was carried in underground piping. We do not know when powered blowers were first used on this site, but with the ready availability of water power it was probably in place by Capt. John Ames' time.

It is important to note, though, that in forging shops the iron was not melted. That was the work of a foundry, which poured molten iron into hollow forms typically created in sand molds. When the iron cooled it froze into the desired shapes created in the sand by wooden patterns. Despite the fact that some historic maps label some buildings on this site as the Ames "foundry," there is no historical record supporting operation of a foundry at this site beyond these maps. Confusion between the terms "foundry" and "forge" is common on historic maps.

The key activity in a forge was hammering. Iron was shaped with a variety of techniques: stretched, punched and even welded through heating and extensive and complex hammering on anvils, with dies, or over various metal forms. Because the hammering was slow and labor intensive, Captain John Ames utilized a tilt or trip-hammer to carry out the hammering. Such powered hammers took a variety of forms, but in its most basic concept a heavy long (perhaps five to ten foot) wooden timber or "helve" was mounted to hinge at one end, thus leaving the opposite end free to rise and fall. On this moving end was mounted a heavy (several hundred pound) cast iron hammer head. A waterwheel was arranged to capture the fall of the water and transfer that energy to a cam-type mechanism that would lift the hammer above the large anvil that was mounted below it. The cam would then slip past the helve and allow the hammer to fall, utilizing gravity and frequently a spring board arrangement, resulting in tremendous force as the hammer hit the anvil and anything placed between.

There were a number of ways such a hammer could be arranged in detail. Sometimes the cams lifted the hammer head at the end of the helve, sometimes in the middle, and sometimes the helve was hinged such

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that a "tail" hung behind the fulcrum point. In this latter case the cam pushed down on the helve's tail, lifting the head on the opposite end. Hammers were constructed with varying size heads and to beat at a variety of frequencies. Heavier, slower hammers were used for cruder forging or for refining (or "shingling") of wrought iron at refining shops. Smaller, lighter, and faster hammers were used for more detailed forging work.

Regardless of the specifics, the utilization of powered forging hammers at the Ames works facilitated the production of greater quantities of materials. The large granite **trip-hammer block** (map # 10, photo 10), discovered during the construction of War Memorial Park, was removed from its original location and placed at the park's entrance. It was likely utilized to hold the fulcrum of a hammer on site. Also surviving are two **trip-hammer anvils** (map 20). The survival of these artifacts adds significance to this site by complimenting the extensive hydrological system that powered this equipment.

Water power was achieved by impounding water behind a stone and earthen dam, thus concentrating the drop of the Town River naturally occurring from the beginning to the end of the site (photo #13). The dam also created a mill pond behind it, which served as a reservoir that could be drawn upon to generate power. The mill pond was effectively the fuel tank for the industrial operations here. When the mills were not in operation the fuel supply would naturally refill. Water drawn from the top of the dam was kept at the same elevation through a series of canals that led to the waterwheels located at or nearby the locations at which the power was used where it was transferred by some combination of wood and/or iron shafts, pulleys, belts, and gears. A variety of no longer extant gate structures controlled the water flow through the various canals, subsurface stone flumes and possible wooden flumes.

The ledgers of John Ames indicate that he undertook the typical diverse activities of a village blacksmith. Although tradition holds that Ames began making iron shovels at his water-powered forge along the Town River in 1774, entries for shovels and spades in Ames' ledger first appear in 1786, becoming his dominant product by the mid 1790s. The West Bridgewater forge allowed Ames to shape iron bars into shovel blades and make a dozen shovels at a time. The shovels were loaded onto wagons and taken to Boston to be sold at the marketplace.

Ames became the first in America to make iron shovels of any significant quantity. Until this time shovels made in the country were either wood or wood with small metal bends on their edge. Metal-bladed shovels were likely made as on-offs by blacksmiths as a periodic item of production, just as John Ames started making them. Metal shovels were produced in larger numbers in England and imported to the colonies at a cost typically lower than Ames could make them. This fact pushed Ames to focus his production on a shovel that he thought purchasers would recognize to be of superior quality.

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John Ames' oldest son, David, was appointed the first Superintendent of the Springfield Armory in 1794. His youngest son, Oliver (1779-1863) became the one to focus on the shovel-making business, picking up on his father's increased production of this tool. In 1803 Oliver Ames purchased a nail works (which had gone bankrupt under the Leonard family) in adjacent Easton, and converted it into a shovel-making shop. It took several years for the Easton shop to grow into the main plant, during which time Oliver Ames was actually working at the Plymouth Iron Works making shovels. Simultaneously, though, he was coordinating work at Easton and West Bridgewater. As Easton expanded, modifications continued at West Bridgewater. Ames also created adjunct facilities in Braintree in 1823 and Canton in 1844. Early diary notes from Oliver Ames indicate that the West Bridgewater site continued to expand and develop.

Oliver Ames was responsible for expanding the company from a local to a national enterprise. The nation's early nineteenth century growth and expansion created a constant demand for shovels. The construction of canals, development of roadways and finally the development of the railroad, all required the shovel as a basic tool, as did a diversity of applications from farming to mining.

The Ames Company not only responded to the general demand for shovels, they also designed shovels for specialized tasks in agriculture, construction, and railroading. The Ames shovel was used to break ground for the B&O Railroad in Baltimore in 1837, in the 1848 California "Gold Rush," the Australian "Gold Rush" of 1851, for building the New York subways in 1899, and in the construction of the Suez Canal (1903-1914). The company grew to become the largest shovel maker in the world in the latter 19th century, making 60% of the world's shovels.

The Ames family expanded their interests and capital into other businesses. Oakes Ames, son of Oliver, was elected to Congress in 1863 where he served for ten years. He played a major role in the development of a Transcontinental Railroad at the personal request of President Lincoln. Oakes' brother Oliver became president of the Union Pacific Railroad. The family went on to utilize funds originating with shovel making to support projects such as copper mining in California, creation of land along the Charles River in Cambridge, and the hiring of architect H.H. Richardson and landscape architect Frederick Law Olmsted to design several buildings and landscapes in Easton. [The latter now form the H. H. Richardson Historic District, a National Historic Landmark.]

The Town Mills

In 1822, Bridgewater was divided into four towns, and West Bridgewater was incorporated. During this period, Eliakim Howard (1739-1827) operated a gristmill on the site of Edson's first mill, and his son Uriel Howard (1781-1870) operated a carding mill. A fulling mill is also mentioned in several references, as well as a sawmill. The 1831 map of West Bridgewater shows at least three mill buildings on the north side of the Town River along with the canal system that is present today. The site at this time was

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referred to as the "Town Mills." After the Civil War, manufacturing continued on the Town River, and in 1884 a grinding mill, a sawmill, a branch of the O. Ames & Sons Manufactory of shovels, and other works were operating.

By 1894, the Ames' West Bridgewater facility was only storing iron in its buildings with most of the production accomplished at the company's other locations. By 1913, the West Bridgewater site was not listed on the company's appraisal.

Works Progress Administration (WPA) and the War Memorial Park

During the first quarter of the twentieth century, the town mill site was abandoned. Mill buildings deteriorated, the site became overgrown, and was used as a dump for tin cans, old automobile parts, and other rubbish.

In 1935, as part of President Franklin D. Roosevelt's New Deal policy, the Works Project Administration was created under the auspices of the Federal Emergency Relief Administration. Its purpose was to provide jobs for unemployed workers on public projects sponsored by Federal, state or local agencies. The WPA was one of the most important relief agencies of the New Deal. Between the years of 1935 and 1943, it built or improved more than 2,500 hospitals, 5,900 school buildings, and nearly 13,000 playgrounds. It provided funds for Federal theater, arts, and writers projects that enriched the nation's cultural life. In Massachusetts alone, there were 520 WPA projects.

The WPA encouraged municipalities to improve community spaces. They provided funding for selected projects but did not provide design guidelines or standards. They believed that projects should be designed at the local level using local talent. The projects were overseen by the WPA state staff and local committees.

In 1935, West Bridgewater town clerk H. E. Bryant looked over at the old town mill site and envisioned a town park. He shared his thoughts with Arthur E. Ryder, Chairman of the town finance committee, and Alfred Wells, secretary. That same year, the town of West Bridgewater voted to purchase 4 1/4 acres of land owned by the Easton Land Co. (a derivative of various Ames estates) for \$2,000. One thousand dollars was to come from the War Memorial Bonus Fund and the other thousand from revenue of the current year.

A design for the new park was completed by a local resident, Eveline D. Johnson (1896-1986), and the project was submitted to the Works Project Administration for acceptance in 1935. (See plan #1.) In 1936, the town voted to purchase the adjacent 0.4 acre parcel, called the Annex, where **Pulpit Rock** is located. In 1937, an outdoor amphitheater with an open-air grandstand was completed there.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

War Memorial Park
West Bridgewater, (Plymouth) MA

Section number 8 Page 10

Eveline D. Johnson

Eveline D. Johnson was a mother of five who had moved to West Bridgewater around 1930 to raise her family. Raised in a large family herself, Eveline grew up in Ithaca, New York, the child of French immigrants. Her father was a glass blower in France before becoming a mason in America. She was educated at public schools in Ithaca until she attended the Massachusetts School of Arts in Boston, MA.

While raising a family, Johnson created a large "craft room" in her house on North Elm Street in West Bridgewater. She became an avid needlepoint and stencil artist, making a small income from her endeavors. In addition, she wrote articles about various crafts for the *Woman's Home Companion* and other magazines.

After World War II, Johnson began teaching adult evening art classes in Brockton and Brookline. Eventually, she taught art full time at the Howard Seminary, an all-girls high school in West Bridgewater. Though not formally schooled in landscape design, her training in art and her applied skills and knowledge in landscape design provided the necessary background and expertise needed to design War Memorial Park.

The park design was intended to be dedicated to and honor the citizens and the town's heritage. The implementation of the design was a community effort. Johnson oversaw hundreds of contract and volunteer workers to complete the project.

Her design integrated the existing historic resources from Old Bridgewater's early industrial development with the concept of a natural rustic outdoor environment popular at the time in park improvement and development across the country. This was exemplified in her use of natural cedar logs for fence railings that came from nearby cedar swamps. She integrated the old stone mill foundations into an **outdoor kitchen** (map #39) using existing stone walls that were "benched" for a cooking shelf. She added flat stones to build up the floors of old foundations so that they would be easier for people to walk on. She utilized old flat stones that early Bridgewater residents had used in wall construction to create stone piers connected by cedar posts to line the park's entryway. Paths were edged with circular stones used in the eighteenth century foundries and mills.

Eveline Johnson took advantage of the best views to the Town River and provided pathways and plantings that enhanced those views. Though an original Planting Plan does not exist, historic photos and the illustrative plan that she produced (plan #1) indicate that the plan, as designed, was implemented with the funding and support from the Emergency Relief Administration Project Planning Staff in Boston. Though Eveline Johnson did not design any other known projects of merit, her lasting design for the War Memorial Park was a remarkable achievement.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

War Memorial Park
West Bridgewater, (Plymouth) MA

Section number **8** **Page** **11**

War Memorial Park Today

Over the years, the park fell into disrepair. With a tremendous amount of community effort, under the leadership of the West Bridgewater Forestry and Parks Department and a few key residents, the park was restored in 1991. The park continues to be enjoyed and is used throughout the year.

(end)



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

War Memorial Park
West Bridgewater, (Plymouth) MA

Section number 9 Page 1

9. MAJOR BIBLIOGRAPHY REFERENCES

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Johnson, James, surveyor

- 1801 West Parish of Old Bridgewater

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(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

War Memorial Park
West Bridgewater, (Plymouth) MA

Section number 9 Page 2

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- Old Bridgewater Historical Society. *History of West Bridgewater*. Taunton, MA: Old Bridgewater Historical, 1986.

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- Babize, Mollie; Joan Rockwell and Mitch Mulholland. "Preservation Plan for War Memorial Park." 2002.
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(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**War Memorial Park
West Bridgewater, (Plymouth) MA**

Section number 9 Page 3

"New W. Bridgewater Park Scene of Beauty." Newspaper clipping. Friday, June 26, 1936.
Old Bridgewater Historical Society. "Memorial Park", "A Park is Born", unidentified clippings
file.

(end)

WAR MEMORIAL PARK

Name of Property

PLYMOUTH, MA

County and State

10. Geographical Data

Acreage of Property 4.87

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. Zone 19 Easting 333640 Northing 4653400

2. Zone 19 Easting 333740 Northing 4653400

3. Zone 19 Easting 333760 Northing 4653360

4. Zone 19 Easting 333720 Northing 4653260

☒ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.) THE BOUNDARIES ARE INDICATED ON THE ACCOMPANYING TAX MAP

Boundary Justification

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

11. Form Prepared By

name/title Joan S. Rockwell, preservation consultant, et al., with Betsy Friedberg, National Register Director, MHC

organization Massachusetts Historical Commission date March 2008

street & number 220 Massachusetts Boulevard telephone 617 727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

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

Property Owner

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

name Town of West Bridgewater

street & number 65 North Main Street telephone 508 894-1217

city or town West Bridgewater state MA zip code 02379

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503. NPS Form 10-900 OMB No.

1024-0018
(Rev. 10-90)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**War Memorial Park
West Bridgewater, (Plymouth) MA**

Section number 10 Page 1

Additional UTM References

5.	333600	4653280
6.	333480	4653320
7.	333620	4653340

Verbal Boundary Description

The boundaries of War Memorial Park are outlined on the attached West Bridgewater Town Assessor's Map #46 and shown as parcels 38, 39, & 74. The crescent-shaped 4.87-acre park is bound roughly by Arch Street on the west, the Town River on the south, River Street on the northwest, and a sparsely settled residential area on the northeast and east. A small pie-shaped piece of the park at the western edge is separated from the rest of the park by Arch Street, which crosses over the Town River and intersects with River Street.

Verbal Boundary Justification

The boundaries of War Memorial Park are the same as those boundaries that defined the Ames Shovel Factory and other early mills that were established in the late 18th century. The "Annex" was added to the parcel in 1936 after the Park was designed by Evaline Johnson as a WPA project. The boundaries follow the Town River shoreline and lot lines around the circumference of the parcel. These are shown on the West Bridgewater Town Assessor's Map #46, parcels 38, 39, and 74.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

War Memorial Park
West Bridgewater (Plymouth), MA

Section number photos Page 1

ADDITIONAL DOCUMENTATION (all photographs taken by Joan S. Rockwell, negatives located at 16 Call Road, Colrain, MA 01340)

Photographs

1. stone slab bridge (ca.1832) at Arch St., looking east
2. stone slab bridge at second canal (ca.1829)
3. 1976 mill wheel reproduction
4. cedar rail and stone pier entrance fence
5. Annex, looking east; Pulpit Rock under evergreens to the right
6. Pulpit Rock (foreground), looking west into the park
7. 1936 path system near the sundial, looking east
8. rough cedar log fencing found throughout the park
9. 1936 one room stone storage building
10. two millstones and trip-hammer block (right) near park entrance
11. 1936 concrete park bench
12. triple arch bridge (ca.1776) on Arch Street
13. ca.1774 canal, looking east from Arch Street
14. ca.1774 canal, looking west

Figures

1. stone foundation walls and sunken garden
2. waterfall from underground channel in sunken garden
3. park paths and 1936 cedar fencing
4. stone storage building (copy of photo taken in 1930s—original not available)
5. bronze and stone sundial

Maps

District Map (numbers correspond to district data sheet)

Map of archaeological resources in War Memorial Park (Mitch Mulholland, Environmental Institute, Amherst, MA, 2002)

1831 Map of West Bridgewater, Mass.

1857 H.F. Walling Map of West Bridgewater, Mass.

1879 George H. Walker & Co. Map of Village of West Bridgewater, Mass.

Plans

1. Plan of War Memorial Park by Eveline Johnson, 1936



FIGURE 1.

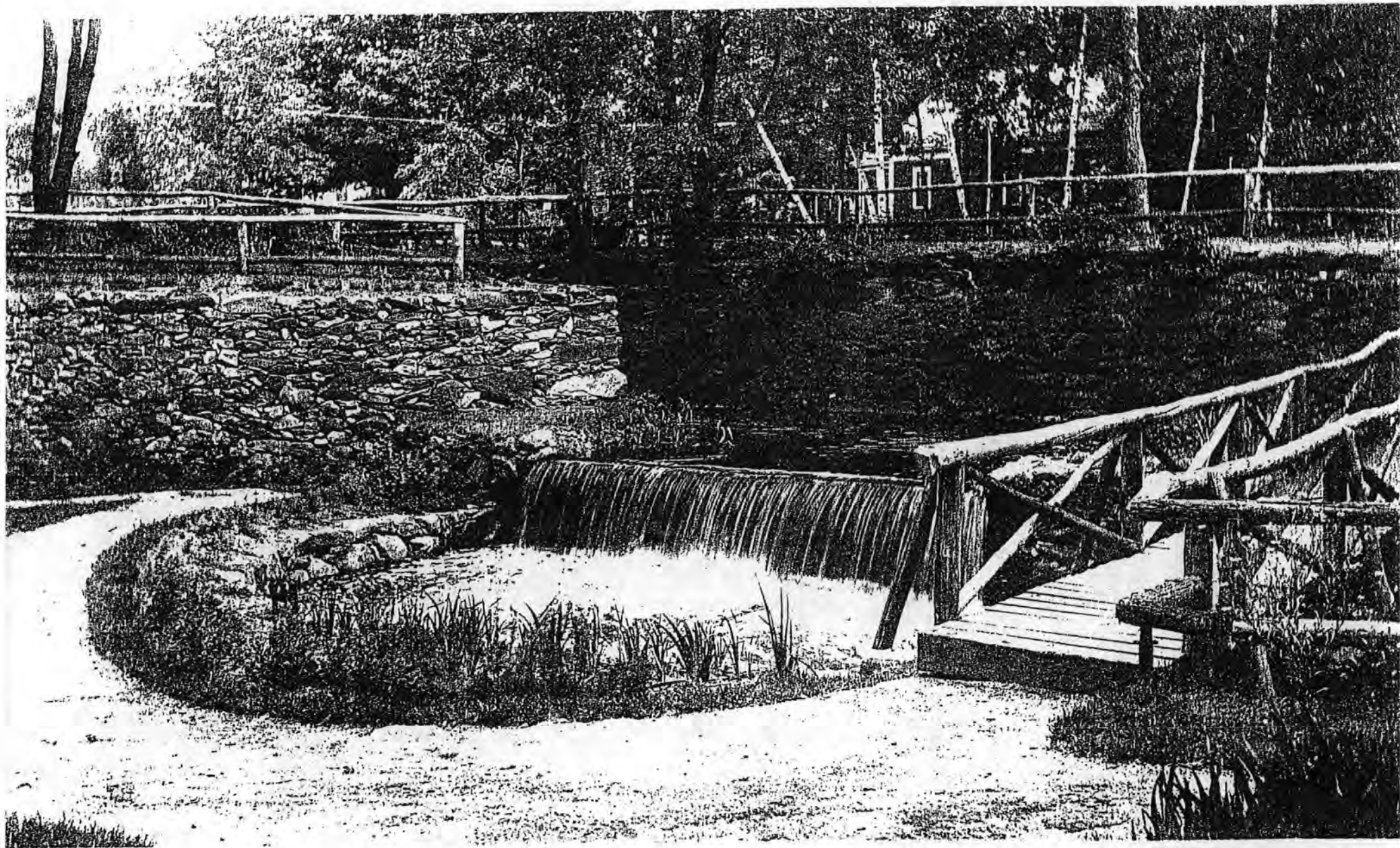


FIGURE 2



Figure 3

FIGURE 4

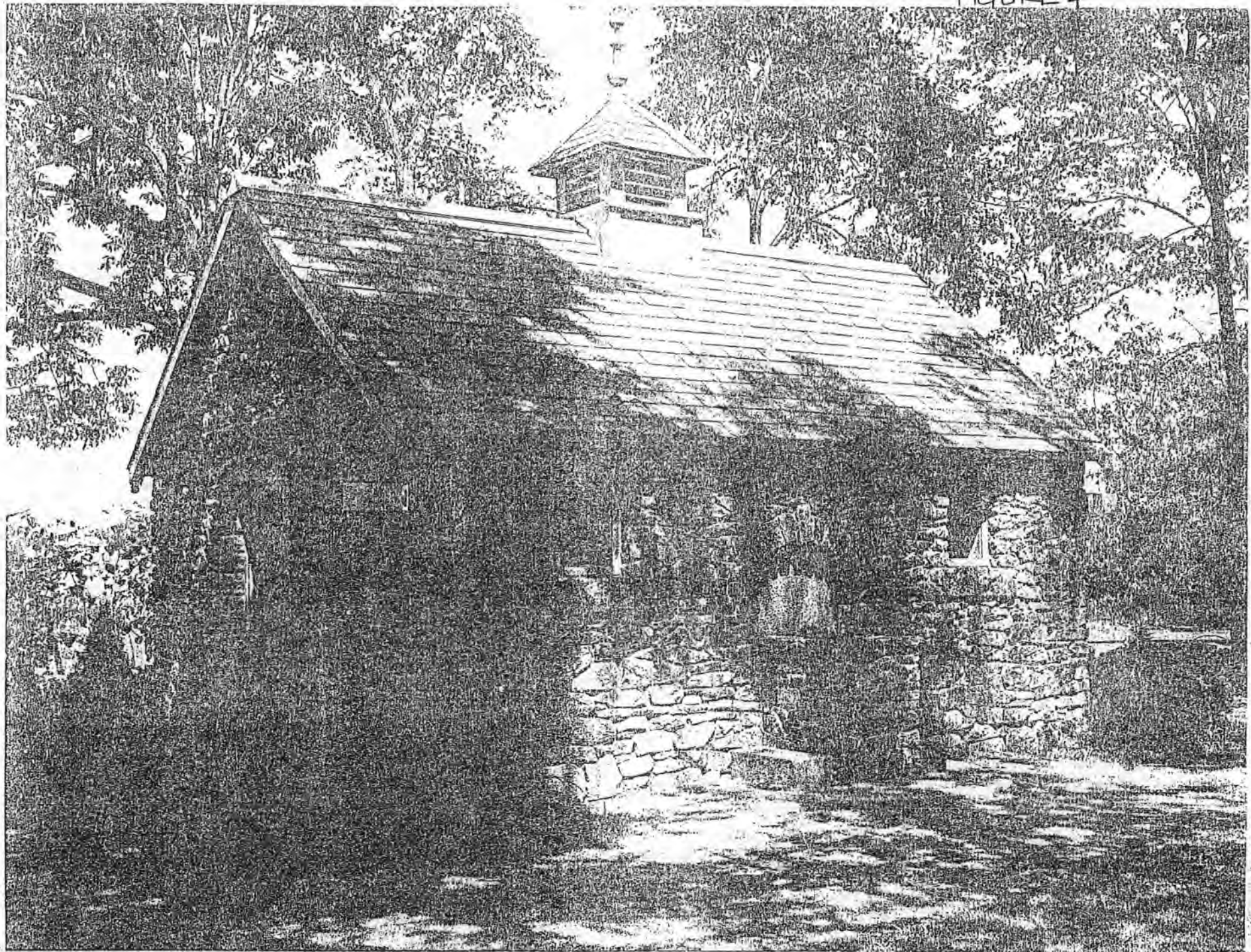
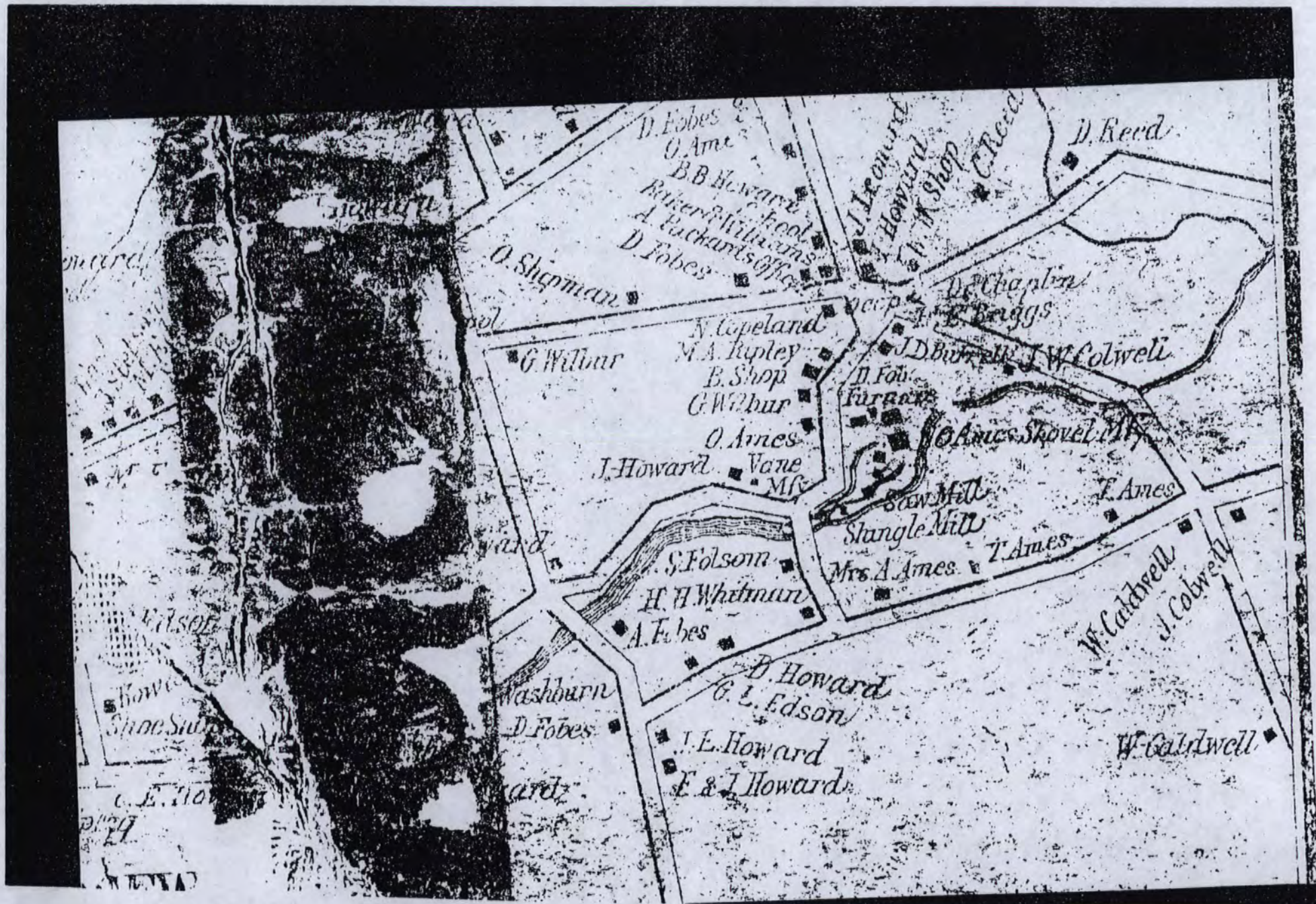
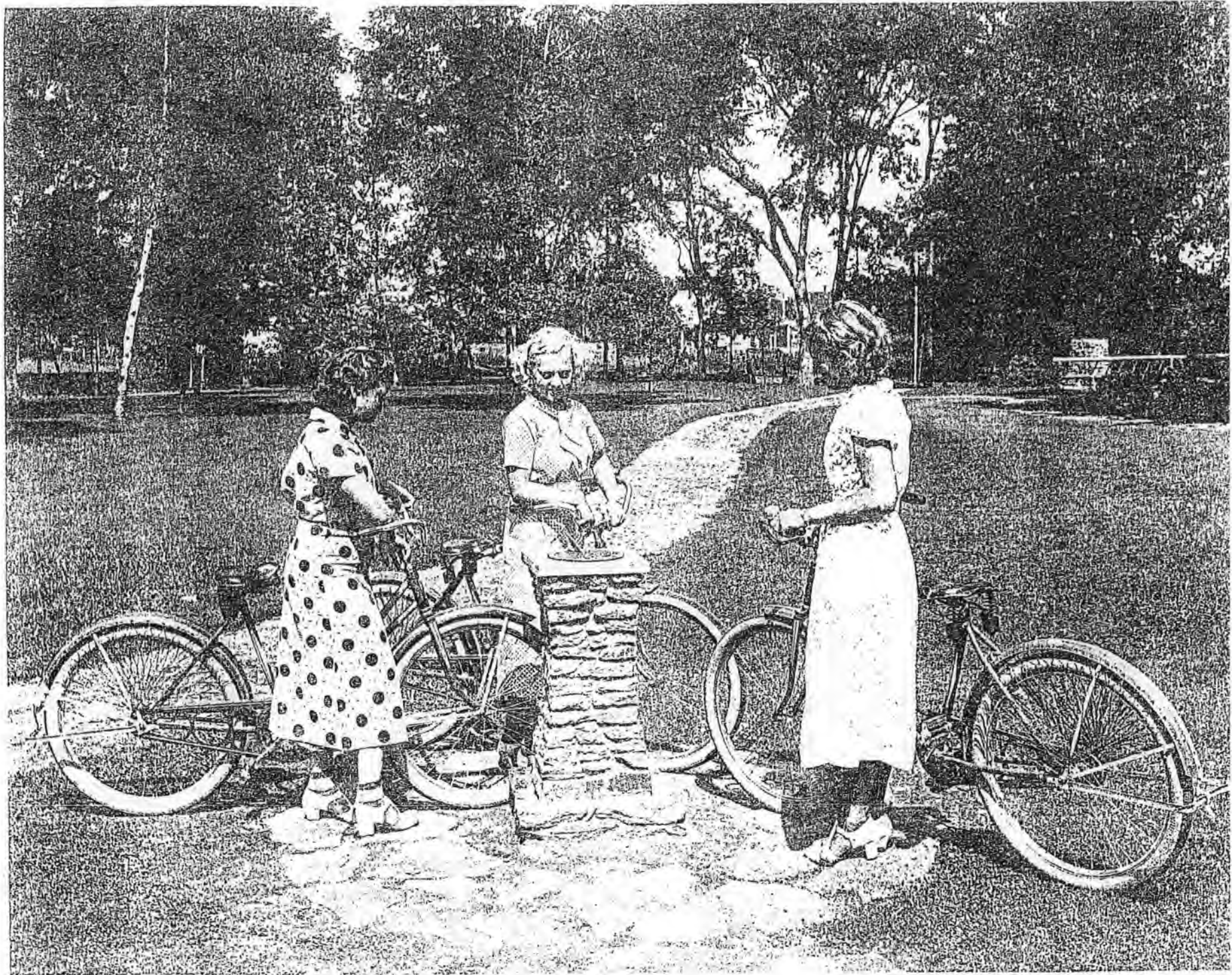


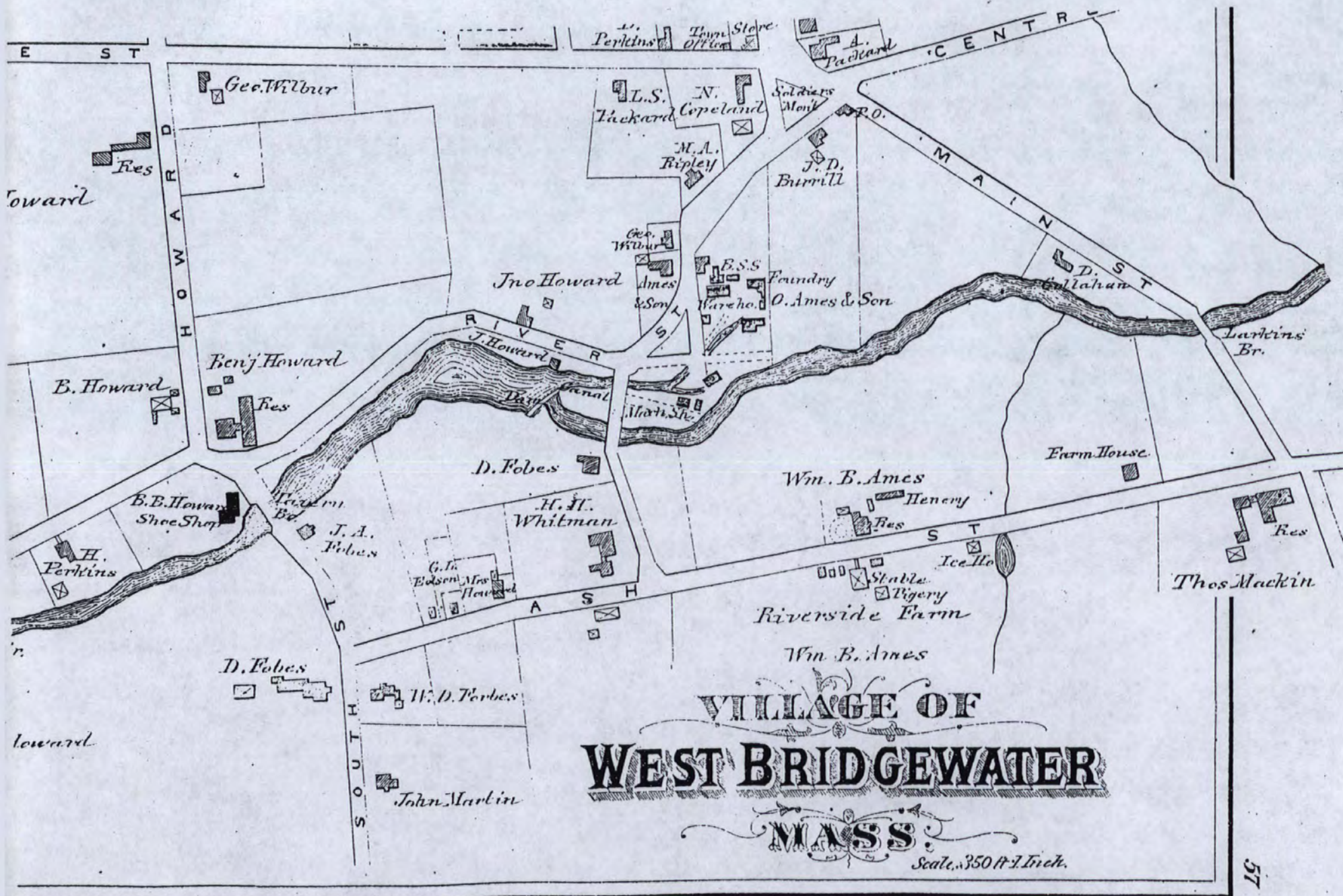
Figure 4



MAP OF W. BRIDGEWATER
PLYMOUTH COUNTY
H. F. WALLING, 1857

FIGURE 5





1831 MAP OF W. BRIDGEWATER

a. Historic Site Plan



Plan of War Memorial Park by Eveline Johnson
Reprinted 1992
Historic Landscape Preservation Grant Application, FY 2001

War Memorial Park District Data Sheet
West Bridgewater, MA

Map #s correspond to the War Memorial Park District Map

Map #	Resource name	Material	Date	Type	Status	MHC #
1	Southern "foundry" building foundation (contains sunken garden, see #23)	Stone	ca. 1774, ca. 1829	ST	C	
2	Northern "foundry" building foundation 1	Stone	ca. 1774, ca. 1829	ST	C	
3	Northern "foundry" building foundation 2 (contains ca. 1936 kitchen; see # 39)	Stone	ca. 1774, ca. 1829	ST	C	
4	"Old foundry" building foundation (contains ca. 1936 sunken garden; see #38)	Stone	ca. 1774, ca. 1829	ST	C	
5	Ames machine shop foundation	Stone	ca. 1774, ca. 1829	ST	C	
6	Sawmill site	Earthen depression	ca. 1774, ca. 1829	SI	C	
7	Unidentified building site	Earthen depression	ca. 1774, ca. 1829	SI	C	

War Memorial Park District Data Sheet
West Bridgewater, MA

Map #s correspond to the War Memorial Park District Map

Map #	Resource name	Material	Date	Type	Status	MHC #
8	War Memorial Park (note: resource number is in the title on the district map)	Landscape	ca. 1936	SI	C	900
9	Canal system	Stone		ST	C	
9a	Main & south canal		ca. 1774			
9b	North canal		ca. 1829			
10	Trip-hammer block/ Ames memorial	Granite	ca. 1774	O	C	
11	Perimeter fence system	Stone and/or cedar	ca. 1936	ST	C	
12	Stone slab bridge	Stone	ca. 1832	ST	C	
13	Stone slab bridge	Stone	ca. 1829	ST	C	
14	Stone storage building	Stone	ca. 1936	B	C	34
15	Pulpit rock	Stone	ca. 1663	O	C	
16	Octagonal kiosk	Wood	ca. 1936	B	C	919
17	Sundial	Bronze, stone, concrete	ca. 1936	O	C	925

War Memorial Park District Data Sheet
West Bridgewater, MA

Map #s correspond to the War Memorial Park District Map

Map #	Resource name	Material	Date	Type	Status	MHC #
18	Benches	Various	ca. 1936-1958	O	C	
19	Millstones (2)	Granite	17 th -19 th C	O	C (2)	
20	Trip-hammer anvils (2)	Iron	ca. 1800s	O	C (2)	
21	Pedestrian path system	Granular stone dust	ca. 1936	ST	C	
22	Annex stage, stone steps, stone walls	Concrete and stone	ca. 1937	ST	C	926
23	Sunken garden (also see #1)	Stone walls	ca. 1936	ST	C	
24	Underground water channels	Stone	ca. 1774, ca. 1829	ST	C	
25	Waterwheel	Wood	ca. 1976	ST	NC	
26	Ames Dam	Concrete	2001-2	ST	NC	
27	Interior fencing	Cedar	ca. 1936	ST	C	
28	Eveline Johnson marker	Stone boulder	ca. 1938	O	C	922

War Memorial Park District Data Sheet
West Bridgewater, MA

Map #s correspond to the War Memorial Park District Map

Map #	Resource name	Material	Date	Type	Status	MHC #
29	Rev. James Keith memorial plaque	Bronze	pre-1958	O	C	
30	Deacon Samuel Edson plaque	Bronze	pre-1958	O	C	
31	Peter Cogswell monument	Stone	ca. 1975	O	NC	924
32	Estabrook monument	Stone	ca. 1995	O	NC	923
33	Tool shed/parade float	Wood	ca. 1980s	ST	NC	
34	Covered bridge	Wood	ca. 1991	ST	NC	
35	Picnic pavilion site	Wood	ca. 1936	SI	C	
36	Wishing well	Wood	ca. 1991	ST	NC	
37	Urn planters	Concrete	ca. 1960s	ST	NC	
38	Sunken garden (see also #4)	NA	ca. 1936	ST	C	
39	Outdoor kitchen (see also #3)	Stone	ca. 1936	ST	C	

TOTALS	Contributing	Noncontributing
BUILDINGS	2	0
SITES	4	0
OBJECTS	11	2
STRUCTURES	16	6
	33	8



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY War Memorial Park
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Plymouth

DATE RECEIVED: 4/09/08 DATE OF PENDING LIST: 4/28/08
DATE OF 16TH DAY: 5/13/08 DATE OF 45TH DAY: 5/23/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000445

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 5.21.08 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



1) STONE SLAB BRIDGE (ca. 1832) AT ARCH ST.
LOOKING W

WBE
Plymouth
Nbr Main PK
River St.
Roll 2/1

ESK09/20021012615 0411 N 2

JOAN ROCKWELL photo



2)

STONE SLAB BRIDGE @ SECOND CANAL
ca. 1829

BSK089/2002/023514-04/2/N.J.

JOAN ROCKWELL photo

WBR
Plymouth City
War Mem. Park
River St. 11/01
Roll 3/17 #2



3) 1976 MILL WHEEL REPRODUCTION

JOAN ROCKWELL photo

WBR
Plymouth
Warren Pk
River St. 4/02
Ray/3/15



4.)

CEDAR + STONE PIER ENTRANCE FENCE

ESH09/2002030628 0411 H 2

JOAN ROCKWELL Photo

WBR
Plymouth
Warren PK
River St. 1401
Rel2/22



5.) ANNEX LOOKING E
PULPIT ROCK (R) UNDER EVERGREENS

JOAN ROCKWELL photo

WBK
Plymouth
Warren PK
River St 11/01
Roll 5/15



6.)

PULPIT ROCK (foreground) LOOKING W INTO PARK

JOAN ROCKWELL photo

WBK
Plymouth
Warthen, AK
River St W/O1
Roll 5/13



1)

1936 PATH SYSTEM NEAR SUNDIAL LOOKING E

JOAN ROCKWELL photo

PSK69-206200261-0411-0411

WBR
Plymouth
War Mem PK
River St. 11/1
Roll 5/10



8)

ROUGH CEDAR LOG FENCING
FOUND THROUGHOUT PARK

JOAN AOLICWELL photo

WBR
Plymouth
Wm. Henry Pick
River St. 11/01
Roll 2/8



9)

1936 ONE-ROOM STONE STORAGE BUILDING

JOAN ROCKWELL photo

NEW YORK STATE ARCHIVES

WBH
Plymouth
War Memorial
River St. N/01
Roll 2/21



10)

2 MILL STONES AND TRIP HAMMER BLOCK (R)
NEAR PARK ENTRANCE

BSK09/2002/011615 04/1 N 1.

JOAN ROCKWELL photo

WPK
Plymouth
Warren PK
River St. 11/1
Roll 5/1



11) 1936 CONCRETE PARK BENCH

JOAN ROCKWELL photo

1936 CONCRETE PARK BENCH

WBR
Plymouth
War Mem. Park
RIVERST. 1/01
Roll 3/22



12)

TRIPLE ARCH BRIDGE (ca. 1776)
ON ARCH ST.

JOAN ROCKWELL photo

WBR
Plymouth
War Mem Pl
River St. 4/02
Rcl 3/18



13)

ca. 1774 CANAL LOOKING
W. FROM ARCH ST.

JOHN ROCKWELL photo

WBR
Plymouth
Warren PK
RIVER ST.
Roll 3/19 11/01



14)

ca. 1774 CANAL LOOKING W

JOAN ROCKWELL photo

2009-2002/1131614 U411

WBR
Plymouth
Warren.Pk.
River St. 4/01
Roll 3/12



War Memorial Park
West Bridgewater, MA
Tax Assessor's Map

District Boundary



MAP LEGEND

- ROAD-ROW
- EASEMENT (2000)
- STRUCTURE
- APPROX WATER

TAX NOTES:
1) THIS MAP IS FOR ASSESSMENT PURPOSES ONLY. IT IS NOT FOR LEGAL DESCRIPTION OR CONVEYANCE.
2) "P" INDICATES DIMENSIONS ARE

TOWN OF
WEST BRIDGEWATER

JAMES W. SEWALL COMPANY
ESTABLISHED 1880
ORIGINALLY COMPILED BY:
EAST COAST MAPPING, INC.
THE HORIZONTAL DATUM IS THE

INDEX			
31	32	33	34
38	39	40	
45		47	

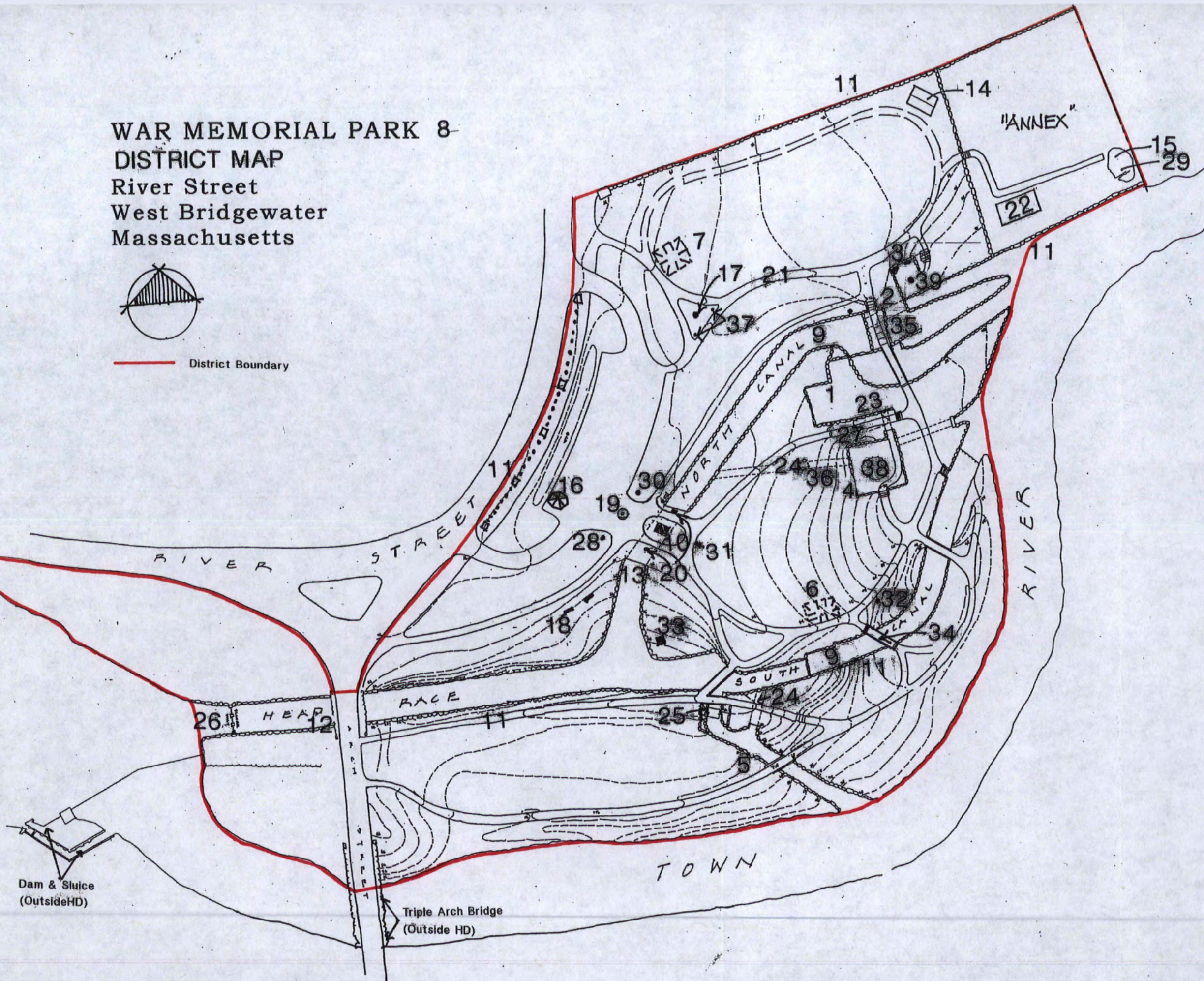
REVISED BY:
DATE:
1-1-2004

SHEET
NUMBER
46

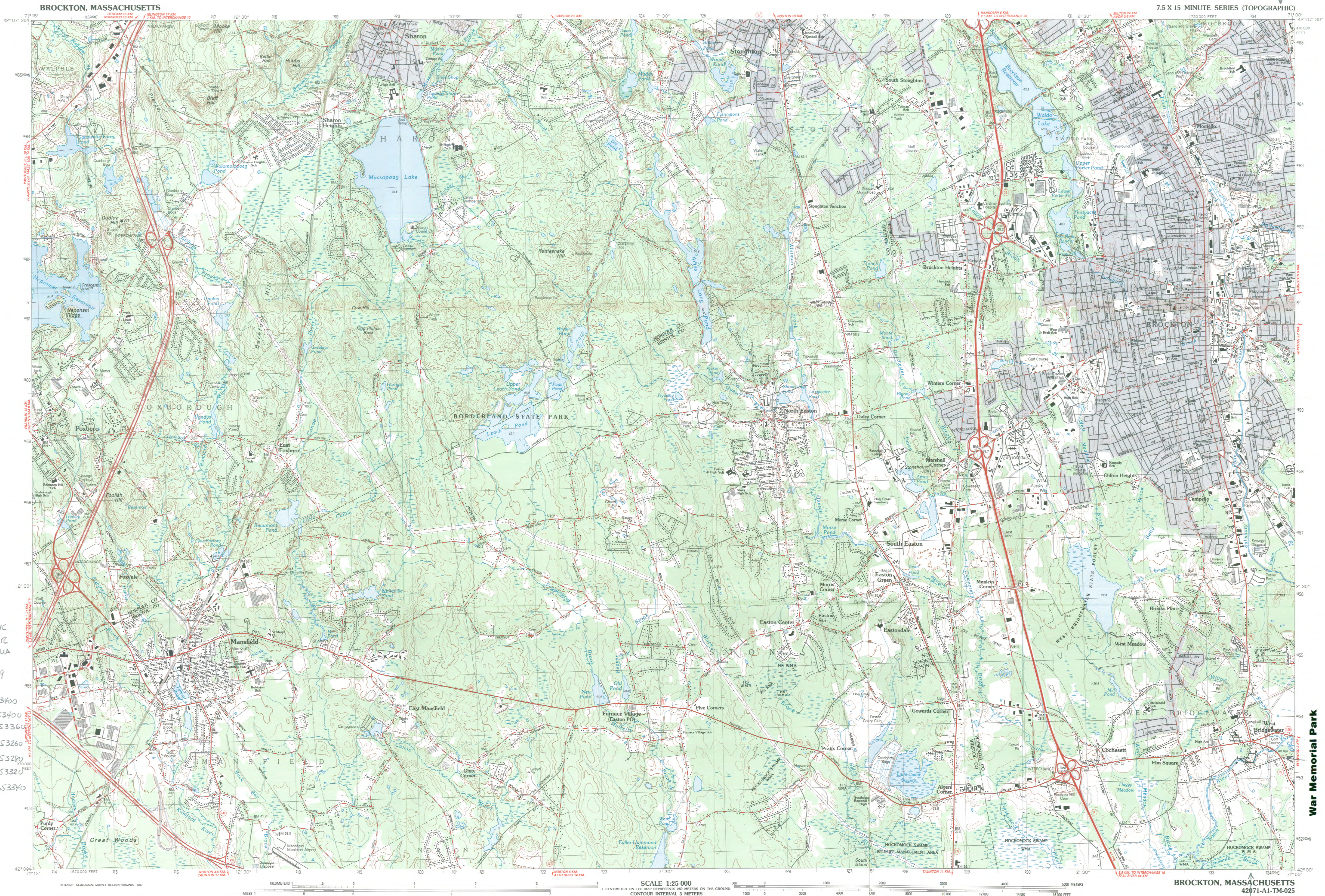
WAR MEMORIAL PARK 8-
DISTRICT MAP
River Street
West Bridgewater
Massachusetts



— District Boundary



War Memorial Park
Archaeological Map
(final)



42071-A1-TM-025

Brockton

MASSACHUSETTS

1:25 000-scale metric topographic map

7.5 X 15 MINUTE QUADRANGLE SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names

GEOLOGICAL SURVEY

1987

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works

Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies

Compiled by photogrammetric methods from aerial photographs taken 1980. Field checked 1981. Map edited 1987

Supersedes Mansfield 1964 and Brockton 1975 1:25,000-scale maps

Projection and 1000-meter grid, zone 19

Universal Transverse Mercator

10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone

1927 North American Datum

To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 42 meters west as shown by dashed corner ticks

There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 3 METERS

NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER

OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet	Diagram		1	2	3
1	3.2808			4	5	
2	6.5616			6	7	8
3	9.8424					
4	13.1232					
5	16.4040					
6	19.6848					
7	22.9656					
8	26.2464					
9	29.5272					
10	32.8080					

To convert meters to feet multiply by 3.2808

To convert feet to meters multiply by 0.3048

UTM grid convergence (GN) and 1987 magnetic at center of map

Diagram is approximate

1 Middlefield
2 Norwood
3 Weymouth
4 Franklin
5 Whitman
6 Attleboro
7 Taunton
8 Bridgewater

ISBN 0-607-23459-6

9 780607 234596

WALDEN PARK
W. BRIDGEWATER
(PLYMOUTH) MA

ZONE 19

- A. 333640/4653400
- B. 333740/4653400
- C. 333760/4653360
- D. 333720/4653260
- E. 333600/4653280
- F. 333480/4653320
- G. 333620/4653340

Topographic Map Symbols

Primary highway, hard surface	.....
Secondary highway, hard surface	.....
Light-duty road, hard or improved surface	.....
Unimproved road, trail	.....
Route marker: Interstate; U. S.; State	.....
Railroad: standard gauge, narrow gauge	.....
Bridge: drawbridge	.....
Footbridge: overpass; underpass	.....
Build-up area: only selected landmark buildings shown	.....
House; barn; church; school; large structure	.....
Boundary	.....
National, with monument	.....
State	.....
County, parish	.....
City, town, village, town	.....
Incorporated city, village, town	.....
National or State reservation; small park	.....
Land grant with monument; found section corner	.....
U. S. public lands survey: range, township, section	.....
Range, township, section line: location approximate	.....
Fence or field line	.....
Power transmission line, located tower	.....
Oil well, gas well, spring	.....
Windmill; water well; spring	.....
Mine shaft; prospect; shaft or cave	.....
Control: horizontal station; vertical station; spot elevation	.....
Contours: index; intermediate; supplementary; depression	.....
Distorted surface: strip mine, lava, sand	.....
Bathymetric contours: index; intermediate	.....
Personal lake and stream; intermittent lake and stream	.....
Rapids, large and small; falls, large and small	.....
Submerged marsh; marsh, swamp	.....
Land subject to controlled inundation; woodland	.....
Scrub; mangrove	.....
Orchard; vineyard	.....

A pamphlet describing topographic maps is available, on request

FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092



Board of Selectmen

65 North Main Street
West Bridgewater,
Massachusetts 02379
Telephone (508) 894-1267
Fax (508) 894-1269

June 7, 2005

Ms. Cara H. Metz
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Re: War Memorial Park, West Bridgewater, MA

Dear Ms. Metz and Members of the Commission:

The Board of Selectmen for the Town of West Bridgewater would like to thank you for your consideration of the War Memorial Park into the National Register of Historic Places.

We are thrilled, honored and grateful that you have begun the process of placing our most beautiful park on this Register. The Park is of significant and historical value and resource for the Town, and all of Massachusetts and the registration of the Park will further allow the Town to continue with its preservation.

The Board of Selectmen, in conjunction with the West Bridgewater Historical Commission and Forestry and Parks Department, support your placing our War Memorial Park on the National Register of Historic Places.

Thank you.

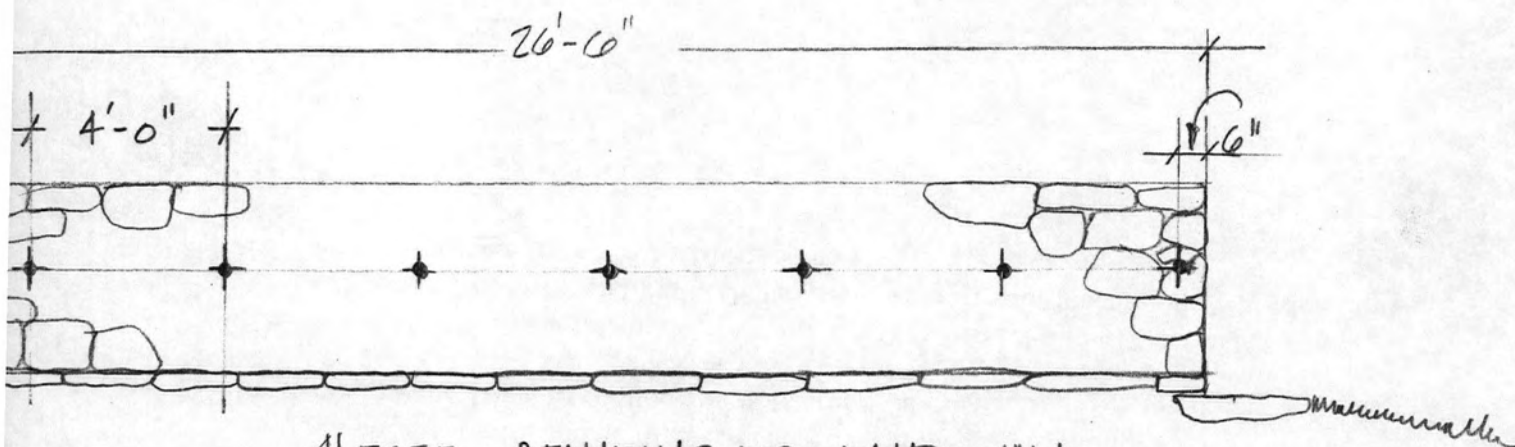
Sincerely,

Victor R. Flaherty
(dl)

Victor R. Flaherty
Chairman
Board of Selectmen

/dl

cc Historical Commission
Forestry and Parks Superintendent



4' FREE STANDING DRY LAID WALL
AT WEST END OF PATIO SCALE $\frac{1}{4}" = 1'-0"$ 4/26/05
FACING WEST
"MOONSHADOW" DL 101 BY DREAMSCAPES
TOTAL FIXTURES (7)

& ASSOC.



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth

Massachusetts Historical Commission

March 31, 2008

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:

War Memorial Park, West Bridgewater (Plymouth), 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.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Joan S. Rockwell, consultant
Chris Iannitelli, West Bridgewater Parks Department
Robert, Bevis, Chair, West Bridgewater Historical Commission
Eldon Moreira, West Bridgewater Board of Selectmen
Hugh Hurley, Planning Board Chair