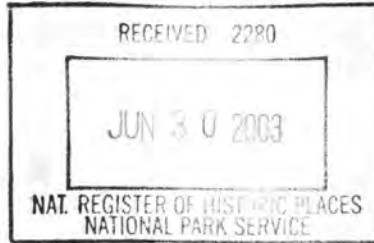


United States Department of the Interior
National Park Service

748



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 Breakheart Reservation Parkways, Metropolitan Park System of Greater Boston

other names/site number same

2. Location

street & number Forest St., Pine Tops, Elm & Hemlock Roads N/A not for publication

city or town Saugus and Wakefield N/A vicinity

state Massachusetts code MA county Essex and Middlesex code 009, 017 zip code 01906

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.)

Betsy Friedberg Jr
Signature of certifying official/Title

6/18/03
Date

Cara H. Metz, 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

Patrick Anderson

Date of Action

8/11/2003

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Breakheart Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Saugus/Wakefield (Essex/Middlesex), MA

Section number 2 Page 1

PARKWAY LOCATIONS

1. Forest Street, Saugus:

From Lynn Fells Parkway to the main entrance to the Breakheart Reservation

2. Pine Top Road, Saugus:

Loop beginning and ending at main entrance to the Breakheart Reservation

3. Elm Road, Wakefield/Saugus:

From the northeastern tip of Pine Tops Road to Hemlock Road

4. Hemlock Road, Wakefield/Saugus:

From the western edge of the Breakheart Reservation to Pine Tops Road

(end)

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	
0	0	building
0	0	sites
8	2	structures
0	0	objects
8	2	Total

Name of related multiple property listing

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

Metropolitan Park System of Greater Boston

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

Current Functions

(Enter categories from instructions)

RECREATION/CULTURE – outdoor recreation

LANDSCAPE – park, natural feature

TRANSPORTATION – road related

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other asphalt, concrete, granite, plantings, stone, wood

Narrative Description

See Section 7 Continuation Sheet

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet
Breakheart Reservation Parkway
Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MASection number 7 Page 1

DESCRIPTION

The Breakheart Reservation Parkways, located in the Breakheart Reservation in Saugus (Essex County) and Wakefield (Middlesex County), Massachusetts, consist of various parkway subtypes, including internal park roads and one connecting parkway, in Boston's regional park system administered by the Metropolitan District Commission (MDC). Located just west of U.S. Route 1, the Breakheart Reservation is a 640-acre mixed hardwood and evergreen forest with jagged, rocky outcrops, two freshwater lakes, a public beach, hiking trails, and a segment of the Saugus River. A former hunting preserve acquired in 1934, the Breakheart Reservation was one of the later reservations added to the MDC park system, and the one that most completely reflects the work of the Civilian Conservation Corps (CCC) in its roadways. The four paved parkways that are the subject of this nomination extend a total of 4.42 miles in length. Three internal roads, **Hemlock Road**, **Elm Road**, and the **Pine Tops Road Loop**, were designed as single-lane automobile or truck roads, but are now restricted to pedestrian traffic. The parkways also include **Forest Street**, a short, divided, connecting parkway that provides vehicular access to the Reservation from the Lynn Fells Parkway (see separate nomination). These parkways are described from Forest Street counter-clockwise, the usual order in which visitors experience them.

Forest Street, Saugus (Lynn Fells Parkway to main Breakheart Reservation entrance)

Forest Street (#1 on the data sheet) is a .24-mile-long connecting parkway that begins at the northern edge of Lynn Fells Parkway and ends at the main entrance to the reservation, just south of the **Modern Swinging Bar Gates** (discussed below), which prevent the public from further motorized travel into the reservation. Forest Street is the only parkway at Breakheart that currently allows vehicular traffic, with the exception of the section of **Hemlock Road** outside the park gates. Forest Street continues south of Lynn Fells Parkway as a municipal street, terminating at Main Street, but this nomination concerns only that part of Forest Street north of the Lynn Fells Parkway, which is owned and maintained by the MDC.

Forest Street is a short, divided, connecting parkway that rises gradually in elevation, from 39 to 63 feet above sea level, as it approaches the park and provides a formal, picturesque entry to the reservation. The **Forest Street Median (#5 on the data sheet)**, is over 20 feet wide, and as it approaches the reservation appears to have been increasingly bermed up (a fire hydrant in the median is almost buried) (PHOTO #1). The two bituminous concrete-covered, single travel lanes are each 16 feet wide at the Lynn Fells Parkway and about 21 feet wide near the park. While both lanes are the same level at the southern terminus, the western lane gradually rises to a grade separation about five feet above the eastern lane near the park. Although no actual cross streets intersect with this segment of Forest Street, several paved turning lanes cross the median at regular intervals to provide access from one travel lane to the opposite one. A parking lane exists on the northbound lane where it widens near the park.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet Breakheart Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA

Section number 7 Page 2

Forest Street features vertically placed granite blocks along both outside edges. The Forest Street Median has no curbs at its beginning at Lynn Fells Parkway, but the last sections near the park also consist of vertically placed granite blocks, possibly added to keep cars off the medians. No sidewalks line this park road. A single row of evenly spaced oak and maple trees, ranging from 10 to 50 years old, occupies the center of the Forest Street Median and provides a canopy over parts of the road.

The southern boundary of the Breakheart Reservation parallels the Lynn Fells Parkway but is located about a fifth of a mile north of the parkway, so for most of its length Forest Street passes through private property. To the east of this corridor is low, natural vegetation, with commercial development in the middle distance beyond. To the west of this corridor is a row of early to mid 20th-century two-story homes, with curb cuts for driveways. Viewsheds for this park road are primarily along this corridor, with filtered views of residential and commercial development to the south and east.

As the road approaches the park, it is flanked on the east by Kasabuski Rink and on the west by the Breakheart Reservation Park Headquarters. To the north of the headquarters, near the terminus of Forest Street, is the visitor parking lot. Although these areas are outside the boundaries of the park road, they are MDC owned and part of its setting. Kasabuski Rink is a year-round, enclosed skating rink, a brick building with a Quonset-type roof. Just south of Kasabuski Rink is a small paved parking lot for the rink, separated from the parkway by an SS-type barrier. The Breakheart Reservation Park Headquarters (177 Forest Street, ca. 1960) on the western side of the street is a one-story, tan, concrete-block, flat-roofed structure. Directly north of these facilities, the parkway curves to the northeast and is lined with an intermittent barrier of square wooden posts and scattered boulders separating it from the park to the east and parking to the west. The roadway ends where it connects with **Pine Tops Road** (discussed below) at the southern side of the **Modern Swinging Bar Gates** (discussed below).

Pine Tops Road, Saugus (forms a loop beginning and ending at the north side of the Modern Swinging Bar Gates marking the main entrance to the Breakheart Reservation)

Pine Tops Road (#2 on the data sheet) (Photo #2) is a 2.07-mile-long internal road, closed to vehicles but heavily traveled by pedestrians, which extends nearly a mile toward the northern end of Breakheart Reservation before looping back southward along the eastern banks of Pearce Lake (formerly Waksau or Lower Pond) and Silver Lake (formerly Upper Pond). It is known as the "Inner Loop" jogging trail. Although formerly the northern end of Forest Street, this parkway is referred to by the MDC in current Breakheart Reservation maps as Pine Tops Road, after a picnic area at its far end that was established during park development in the 1930s. Due to this current usage, and its difference in character from the rest of Forest Street, it will be referred to as Pine Tops Road for the purpose of this nomination.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet Breakheart Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA

Section number 7 Page 3

Pine Tops Road begins at the northern side of the **Modern Swinging Bar Gates (#6 on the data sheet)**. While none of these paved park roads has public vehicular access, they still function as travel lanes for emergency and park maintenance vehicles.

About 100 yards beyond the Modern Swinging Bar Gate are the two fieldstone piers of the **Breakheart Reservation Entry Gates (#7 on the data sheet)** (1936, restored ca. 1960), each four feet square by ten feet tall, set on six-inch-high concrete bases and surmounted by bluestone caps (PHOTO #3). The piers are set directly adjacent to the roadway and carry pre-cast concrete plaques with incised letters reading BREAKHEART RESERVATION. Iron fittings in the piers bear evidence that a pair of iron gates, now removed, once linked them. Although the current single swinging metal gate may have been a ca. 1960 replacement, the piers reflect the 1930s period of the park, and these Entry Gates are therefore considered a contributing structure for the purposes of this nomination.

While the road is fourteen feet wide at the entrance, it quickly narrows to eleven feet. It is a single lane, without median, curb, parking lane, lighting, or separate sidewalks or bikepaths (PHOTO #4). A few vestigial vehicular pullouts remain along its path, including those at the Pine Tops and Chimney Site picnic areas (PHOTO #5). The parkway's route is gently rolling, ranging from 50 to 180 feet in elevation, and very curvilinear, paralleling in places the course of the Saugus River below and to the east, and a small stream and at least one sizeable marsh to the west. It travels through a deciduous multi-story mature woodland, with occasional white pines and hemlocks. Occasional rock outcrops, remnant farm stone walls, and glacial erratic boulders mark the sides of the park road, and dirt hiking/fire trails frequently branch off it. Views are mostly along the corridor, with occasional filtered views of the waterways, and, towards the northern end, views of Cedar Glen Golf Course, a public golf course founded in 1935, directly adjacent to the east and north of Breakheart Reservation. There is evidence that some of the filtered views were until fairly recently more open, but a thick young successional growth now obscures the views.

Intermittent barriers appear along the roadside here and less frequently along the other park roads, usually at bends such as those above the Saugus River. These are variably SS-type barriers or wood single-rail barriers, their continuous rails lapped and bolted, and mounted on six-inch-square wooden or concrete posts. The park roads all also have firegate markers at the larger trailheads, usually indicated by posts with numbers incised.

Pine Tops Picnic Area, a CCC-designed picnic area and source of the current name of the park road, is on the western side of the road at the northern end. Just beyond this point, the road turns to the west. Pine Tops Picnic Area has a contemporary replacement park shelter on metal poles and scattered picnic tables. As Pine Tops Road continues westward, it intersects with Elm Road near the Chimney Site Picnic Area.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Breakheart Reservation Parkways
Continuation Sheet Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA

Section number 7 Page 4

As it doubles back south within the reservation, the road passes close to the beach/bathing area at 24-acre John W. Pearce Lake. This bathing area contains two single-story, ca. 1960 structures: the yellow concrete-block bathhouse/restroom and the First Aid building. The road continues southward between Breakheart Hill and 13-acre John Leo Silver Lake, intersecting with a major dirt truck trail, Flume Path, which winds between the two lakes to connect with Hemlock Road. Near the parking lot, Hemlock Road itself joins Pine Tops Road. As it approaches its terminus at the Modern Swinging Bar Gates, the roadway passes through the visitors parking lot. The roadway is often perceived as a part of the parking, but it actually leads back to the main entrance to the reservation.

Elm Road, Saugus and Wakefield (northwestern edge of the Pine Tops Road to the northeastern edge of Hemlock Road)

Elm Road (#3 on the data sheet) is a .51-mile-long paved park road that connects at its western terminus with the northwestern edge of Pine Tops Road and travels northeast to its eastern terminus at the northeastern edge of Hemlock Road, just northwest of the Saugus border in Wakefield. Approximately 50 feet to the north of this road, just past its intersection with Pine Tops Road, is Chimney Site, a ruin with a partially stabilized, fieldstone masonry hearth and chimney with a stone cap. This is the remains of a dining hall built about 1940 by the Boy Scouts and destroyed during the late 1970s in an encounter between the police and the Hell's Angels. Remnants of stone walls nearby indicate the possible ruins of other camp buildings or farm enclosures.

East of Chimney Site on Elm Road is a small stone culvert/drainage structure (**Elm Road Culvert, #8 on the data sheet**) dating from work done late in the 1950s when drainage in this area was improved and Elm Street paved. This structure has masonry stone-wall abutments with a trabeated stone deck and a stone-lined channel. At the edge of the roadbed above are more recent SS-type barrier guardrails on I-beam posts. Because this is a significant drainage structure within the boundaries of the parkway, it is considered part of the park road for the purposes of this nomination. Since it was constructed just after the period of significance, however, it is a noncontributing structure. There are several other less prominent, historic culverts throughout the reservation that pass under the Breakheart Reservation Parkways; these culverts are of significance as a system and, for the purposes of this nomination, will be classified as the **Breakheart Reservation Culvert System (#9 on the data sheet)**, a contributing resource.

Like Pine Tops Road, Elm Road is a single lane, eleven feet wide without median, curb, parking lane, lighting, or separate sidewalks or bikepaths. However, Elm Road, which generally travels at elevations between 70 and 90 feet above sea level, has longer, filtered views of the surrounding landscape than Pine Tops Road (PHOTO #6). Just northwest of the Saugus/Wakefield line in Wakefield, Elm Road passes under the right of way for the combined New England Power Co. and Massachusetts Electric overhead

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Breakheart Reservation Parkways
Continuation Sheet Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA

Section number 7 Page 5

power lines; this wide utility corridor offers some of the longest views in the park, showing numerous outcrops and surrounding woodlands. Shortly afterwards, Elm Road terminates at the northeastern edge of Hemlock Road.

Hemlock Road, Saugus and Wakefield (northwestern edge of the Breakheart Reservation to the southwestern edge of Pine Tops Road)

Hemlock Road (#4 on the data sheet) is actually the oldest road in the reservation, its right of way dating back to the 1600s. Hemlock Road's western terminus corresponds to the northwestern edge of the Breakheart Reservation in Wakefield and currently provides the only vehicular access to the northern end of the reservation. This nomination covers only the 1.6-mile-long segment of the road that begins at the northwestern edge of the reservation, winding southeastward through the reservation and terminating at the southern end of the western loop of Pine Tops Road.

The first few hundred yards of the road double as an informal parking lot, although substantial parking is available in the adjoining lot at Northeastern Metropolitan Regional Vocational High School, immediately adjacent to the north. This single-story brick school, built during the 1960s, occupies land that originally was the Wakefield Poor Farm, then part of the reservation, before being taken for the school. To the south of this road is the wooded edge of the reservation.

Northwest of the reservation, Hemlock Road is closed to public vehicles by an entry gate similar to the Breakheart Reservation Entry Gates at the beginning of Pine Tops Road at the south end of the reservation. These gates, known for the purpose of this nomination as the **Breakheart Reservation Entry Gates at Hemlock Road (#10 on the data sheet)**, consist of stone piers fitted with ornamental iron picket gates. Two feet inward from each stone pier is a fixed iron pivot post. A two-foot iron fence panel joins post to stone pier. From these iron posts hang two thirteen-foot iron leaf gates, which join in the middle. These gates are kept locked and a small side pedestrian entrance provides the only current public access. Similar in size and appearance to the gates at the main entrance at Pine Tops Road, the Hemlock Road gates are considered a contributing structure.

Like Pine Tops Road and Elm Road, Hemlock Road is a simple, paved, single lane roadway, eleven feet wide without median, curb, parking lane, lighting, or separate sidewalks or bikepaths. Hemlock Road is generally more winding and hillier than any of the other park roads (PHOTO #7). The roadway begins at Elm Road at 73 feet in elevation, climbs to 170 feet near Eagle Rock, and then descends slowly, ending at the Breakheart Reservation Entry Gates at 105 feet in elevation. At one of its highest points, south of Eagle Rock, an old trail leads down to the Hemlock Grove Picnic Area on Pearce Lake. The trail has been

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Breakheart Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA

Section number 7 Page 6

blocked from vehicular traffic by a 30-foot-wide boulder barrier located several dozen feet below the trail. However, this opening provides a scenic vista of Pearce Lake and the wooded outcrops beyond it. Eagle Rock blocks the view of Pearce Lake Beach to the northeast, increasing the sense of solitude.

Near the parking lot, Hemlock Road ends at its juncture with the southwestern edge of Pine Tops Road. Joggers wanting to experience the longer "Outer Loop" at Breakheart Reservation travel the eastern half of the Pine Tops Road, go to the far northwest end of the park on Elm Road, and return on Hemlock Road for a 2.9-mile workout.

Archaeological Description

The Breakheart Reservation is located in an area where numerous ancient Nativ American sites have been identified including several that may extend into the parkways right-of-way. Fifty sites have been identified in the general area (within one mile). Four sites are located near Elm Road and Pine Top Road and may have originally extended into the right-of-way in those areas. Environmental characteristics of the Breakheart Reservation indicate a high potential for the presence of ancient Native American sites along the routes of the parkways. Well-drained, level to moderately sloping terraces, knolls and other landforms are located within 1000 feet of a variety of wetlands throughout the area. The Breakheart Reservation lies within the Saugus River drainage and includes several brooks, swamps and ponds in the area. Many of the known ancient sites in the area are clustered along the Saugus River corridor.

Documentary resources are also known that indicate a favorable potential for the presence of historical resources in the parkway locale. European settlement has been documented in the area since the 17th century and a wide variety of domestic, industrial, and commercial resources are known in the region and in the vicinity of neighboring parkways. Additional historical and archaeological research can document specific resources in the vicinity of the Breakheart Reservation Parkways.

In spite of the high potential for locating ancient Native American and historic resources in the vicinity of the Breakheart Reservation Parkways, the potential to recover significant site survivals, both ancient Native American and historic, within the nominated boundaries of the parkways is low. The Breakheart Reservation Parkways consist of various parkway sub types including three single-lane internal and one divided connecting parkway. The roadways typically included single travel lanes

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Breakheart Reservation Parkways
Continuation Sheet Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA

Section number 7 Page 7

ranging from 11 to 21 feet wide. The nominated area includes the asphalt paved roadway, some plantings, and intermittent sidewalks, culverts, granite curbing, and roadway barriers. Given the impacts associated with construction of the parkway facilities, potential historical archaeological and ancient Native American resources within the nominated parkway area have been destroyed. Truncated features and/or deeply buried fragments of sites may survive but the overall integrity of these sites has been compromised.

(end)

Breakheart Reservation Parkways

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.

Narrative Statement of Significance

See Section 8 Continuation Sheet

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 # _____

Essex and Middlesex Counties, Massachusetts

County and State

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Conservation

Engineering

Entertainment/Recreation

Landscape Architecture

Transportation

Period of Significance

1934-1956

Significant Dates

1934-1947: Construction of Breakheart Reservation and related park roads.

Significant Person

(Complete if Criterion B is marked above)

None

Cultural Affiliation

None

Architect/Builder

Charles Eliot, Olmsted Brothers, Arthur Shurcliff, Civilian Conservation Corps (CCC)

Primary location of additional data:

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

Name of repository:

Metropolitan District Commission, Boston, MA

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Breakheart Reservation Parkway
Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA

Section number 8 Page 1

SIGNIFICANCE

The Breakheart Reservation Parkway system is 4.42 miles of interconnecting parkways that provide vehicular or pedestrian access to the Breakheart Reservation in Saugus and Wakefield, Massachusetts. One of the last large parks developed by the Metropolitan District Commission (MDC), Breakheart Reservation is significant for its design by noted landscape architect Arthur A. Shurcliff, and the Breakheart Reservation Parkway system is significant for its construction by workers from the Civilian Conservation Corps (CCC). The Breakheart Reservation Parkway system possess integrity of location, design, setting, materials, workmanship, feeling, and association. These parkways meet National Register Criteria A and C in the significance areas of community planning and development, conservation, engineering, entertainment and recreation, landscape architecture, and transportation at the state level and fulfill the Parkway Registration Requirements for the associated Internal Road and Connecting Road property subtypes, under Section F of this Multiple Property Documentation Format nomination. The period of significance for the Breakheart Reservation Parkway system is from 1934, the year in which the reservation was acquired, through 1956.

Breakheart Reservation contains 640 acres of mixed hardwood and evergreen second-growth forest with jagged, rocky outcroppings, two freshwater lakes, a public beach, hiking trails, and a rambling section of the Saugus River, and is located just west of U.S. Route 1. During the Colonial period, it was common land, a pasture shared by families living in what was to become the towns of Saugus and Wakefield. The source of its name is obscure, but it is said to have originated during the Civil War when soldiers training there found the site's isolated setting heartbreaking.¹ In 1890, two wealthy Lynn residents bought the land as a hunting preserve and dammed two spring-fed marshes to create the current lakes. In 1892, Charles Eliot suggested expanding Lynn Woods to the west into Saugus, but other projects took priority. In 1932, the Trustees of Reservations began efforts to raise the \$40,000 necessary to purchase the core of Breakheart, 600 acres, from the Breakheart Hill Forestry Company. Given its limited resources, the Trustees decided to turn to the state, and persuaded the General Court to approve the funding.² As a result, the MDC acquired the land in 1934 and began plans to develop it as Breakheart Reservation.

Upon acquisition of the land, the MDC applied to the CCC offices in Washington, D.C., for a camp at Breakheart.³ Created by President Franklin Delano Roosevelt in 1933 to provide employment

(continued)

¹ *Breakheart Reservation Trail Map* (Boston: MDC, n.d.)

² *Massachusetts Conservation Bulletin* (Winter 1937), p. 40.

³ MPC Annual Report for the Year Ending December 31, 1935, p. 9. All further quotes and dates are from subsequent editions of the Annual Report or plans in the MDC plans room, unless otherwise noted.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Breakheart Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA

Section number 8 Page 2

opportunities for young men, the CCC established 31 camps in Massachusetts during its inaugural year, mostly providing work in state parks and forests.⁴ The first MDC camp opened at Blue Hills Reservation in June of 1933, and the CCC approved Camp SP17 at Breakheart Reservation in the early spring of 1935. Breakheart was a National Park Service-administered camp (most Massachusetts camps were administered by the U.S. Forest Service). The NPS assigned three technical supervisors in late April to survey the property and prepare work projects. The first 23 enrollees began work on June 17, setting up a temporary tent camp.

The designer of Breakheart Reservation and its park roads was Arthur A. Shurcliff (1870-1957), most widely known as the landscape architect for Colonial Williamsburg (1928-1941), but for several decades chief landscape architect for the MDC. He worked closely with the CCC administrators, planning the camp layout and all landscaping; his preliminary sketch plan for the site is dated February 15, 1935. The CCC camp was located near the site of the current Kasabuski Rink and included a barracks, officers' quarters, recreation building, and other service structures. On August 27, 1935, the full company—206 men—was in place, and work was under way.

Before the end of 1935, besides making the first annual attempt at gypsy moth eradication, the workers had rough graded 2.3 miles of automobile roads (Pine Tops Road and the northbound and southbound lanes of the northern end of Forest Street) and 1.5 miles of truck trails (roughly equivalent to the length of Hemlock Road, although its location was not specified). Truck trails were dirt roads, but built on solid roadbeds to allow heavy equipment access for firefighting, pest control, and other maintenance needs. Unlike Forest Street and Pine Tops Road, which were designed as paved automobile roads, both Hemlock Road and Elm Road began as truck trails, and were later paved. While not designed for public vehicular access, truck trails were shown on maps and were designed to entice hikers into the more remote sections of the park.

Shurcliff outlined his plans for the new park in the 1935 MDC Annual Report, observing, "The need for improving the extensive woodlands of the Breakheart Reservation is apparent on an examination of the narrow and steep trails of this public domain." Shurcliff's improvements--selective clearing and thinning based on a set of interlocking principles--were designed to preserve selected species, leave 25% of any site untouched, reduce fire load, and open up vistas. As for the park drives themselves, Shurcliff planned a "series of one-way motor roads" with small parking pullouts. He explained his design of the Breakheart Reservation park drives: "In general, these roads are widely spaced and do not attempt to penetrate the

(continued)

⁴ Shary Page Berg, "The Civilian Conservation Corps: Shaping the Forests and Parks of Massachusetts" (Boston: Department of Environmental Management, 1999), pp. 5-7.

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

**National Register of Historic Places
Continuation Sheet**

**Breakheart Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA**

Section number 8 Page 3

recesses of the woodlands. Every incentive is given to lead visitors to enjoy the woodlands on foot, and motors are to be kept out of sight as much as possible.”

During 1936, the CCC crews completed the subgrade for Pine Tops Road, despite the challenge of removing more than 1,200 yards of ledge and adding more drainage. Also that year, the MDC acquired an additional strip of land between the reservation and the Lynn Fells Parkway to provide the necessary access road, and Shurcliff completed his designs for Forest Street, the new double-driveway park entry. In 1937, the CCC crews built more roads and paved and completed Forest Street.

Although not specifically named, Elm Road may have been one of several truck trails completed in 1938 in the “Wakefield end of the reservation.” Elm Road and Hemlock Road, although not named, do appear as unpaved truck trails on Shurcliff’s site maps from the late 1930s and 1940. Much of the CCC workers’ time in the fall of 1938, however, was spent cleaning up after the hurricane of September 21. Visitors were allowed to use Forest Street and Pine Tops Road on weekends, although these drives were not given their final tar-and-gravel surface coat until the spring of 1939. CCC crews in 1939 also finished most of the parking lots and erected “substantial rustic” guardrails along Pine Tops Road “at all points of danger.” The CCC camp at Breakheart Reservation continued into 1940. In 1941, all CCC camps nationwide were closed, although some troop training continued at Breakheart during the Second World War.

All four current park drives appear on a 1947 MDC map of Breakheart, with the exception of a single segment: the northwestern end of Hemlock Road. Although the truck trail now known as Hemlock Road loops close to the edge of the reservation on the 1947 map, it does not appear to connect with the Wakefield city street known as Hemlock Road. This connection may have been added in 1960, according to an extant plan that also gives the specifications for the formal entry gates at both the Wakefield and Saugus entries. It is not clear from the drawings, however, if the Saugus entry was added at that time, or rebuilt based on a previous design. Hemlock Road and Elm Road appear to have been paved by the 1950s.

In the 1960s, the MDC built the present beaches and visitor facilities at Lower Pond. Also known as Waksau, this lake was renamed at that time in honor of John Pearce, principal of Saugus High School. In 1997, the MDC closed the Breakheart Reservation Parkways (with the exception of the Forest Street entry drive) to all vehicle traffic. These narrow, picturesque paved drives remain popular with joggers, bathers, birdwatchers, and families pushing strollers.

(end)

10. Geographical Data

Acreage of Property ca. 8.5 acres

UTM References

See Section 10 Continuation Sheet

Verbal Boundary Description and Justification

See Section 10 Continuation Sheet

11. Form Prepared By

name/title Betsy Friedberg, National Register Director, with V. Adams, S. Berg, E. Maass, T. Orwig, Public Archaeology Laboratory Inc.

organization Massachusetts Historical Commission date May 2003

street & number 220 Morrissey Blvd. 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 Metropolitan District Commission

street & number 20 Somerset Street telephone (617) 727-5264

city or town Boston state MA zip code 02108

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.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Breakheart Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Saugus/Wakefield (Essex/Middlesex), MA

Section number 10 Page 1

UTM REFERENCES

1.	19	331880	4706500
2.	19	333240	4705920
3.	19	332460	4705500
4.	19	333440	4704800

BOUNDARY DESCRIPTION AND JUSTIFICATION

The National Register boundary for the Breakheart Reservation Parkways includes the parkways and the land that extends 10-feet back from the current edge of the park drives. The boundary does not include parking areas or adjacent MDC-owned parkland that is not directly related to the parkway. More specifically, the termini for each parkway are as follows:

Forest Street: The southern terminus for Forest Street corresponds to a line of convenience drawn along the northern edge of Lynn Fells Parkway (discussed in a separate nomination) in Saugus. The northern terminus for the parkway corresponds to a line of convenience drawn across the southern side of the Modern Swinging Bar Gates at the main entrance (Pine Tops Road continues north of this gate) to the Breakheart Reservation.

Pine Tops Road: Pine Tops Road forms a loop. As such, it has a single terminus. The roadway begins and ends at the northern side of the Modern Swinging Bar Gates at the main entrance (Forest Street continues south of this gate) to the Breakheart Reservation. A line of convenience that corresponds to the north side of the gate has been drawn across the roadway marking this point. Where the parkway passes through the visitor's parking lot, because this boundary does not include parking areas not directly related to the parkway, the boundary to the north and south of the road corresponds to the edge of pavement.

Elm Road: The northeastern terminus for Elm Road corresponds to a line of convenience drawn along the northwestern edge of Pine Tops Road. The western terminus for the road corresponds to a line of convenience drawn across the northwestern edge of Hemlock Road near the western edge of the Breakheart Reservation.

Hemlock Road: The northwestern edge of the Breakheart Reservation marks the western terminus for Hemlock Road. A line of convenience has been drawn across the parkway at the western edge of the reservation immediately west of the Modern Breakheart Entrance Gates. The southeastern terminus for the roadway corresponds to a line of convenience drawn along the southwestern edge of Pine Tops Road.

(end)

**Breakheart Reservation Parkways
Saugus and Wakefield, Massachusetts
District Data Sheet**

#	NRHP Listed	MHC #	Name	Town	Location	Date	Status	Type
#1			Forest Street	Saugus	Between Lynn Fells Parkway and the main entrance to the Breakheart Reservation	1937	C	Structure
#2			Pine Tops Road	Saugus	Loop Road in Breakheart Reservation	1935	C	Structure
#3			Elm Road	Saugus and Wakefield	Breakheart Reservation: From Pine Tops Road to Hemlock Road	ca. 1938	C	Structure
#4			Hemlock Road	Saugus and Wakefield	From the western edge of the Breakheart Reservation to Pine Tops Road	ca. 1938	C	Structure
#5			Forest Street Median	Saugus	Forest Street	1937	C	Structure
#6			Modern Swinging Bar Gates	Saugus	Marks the main entrance to the Breakheart Reservation and parking area	modern	NC	Structure
#7			Breakheart Reservation Entry Gates	Saugus	Marks main entrance to Breakheart Reservation	built 1937 reconstructed 1960	C	Structure
#8			Elm Road Culvert	Wakefield	Elm Road in Wakefield	modern	NC	Structure
#9			Breakheart Reservation Culvert System	Saugus and Wakefield	Breakheart Reservation	early 20th century	C	Structure
#10			Breakheart Reservation Entry Gates at Hemlock Road	Wakefield	Marks the western entrance to Breakheart Reservation	ca.1956-60	C	Structure

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Breakheart Reservation Parkways
Metropolitan Park System of Greater Boston MPS
Wakefield/Saugus (Middlesex/Essex), MA

Section number _____ Page _____

PHOTOGRAPHS

Photographer: Emily Maass, PAL

Date: July 2002

Location of negatives: PAL, Pawtucket, RI

1. Forest Street, Saugus
2. Pine Tops Road Loop, Saugus
3. Pine Tops Road Loop, Saugus
4. Pine Tops Road Loop, Saugus
5. Pine Tops Road Loop, Saugus
6. Elm Road, Saugus
7. Hemlock Road, Wakefield

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Breakheart Reservation Parkways-Metropolitan Park System of
NAME: Greater Boston

MULTIPLE Metropolitan Park System of Greater Boston MPS
NAME:

STATE & COUNTY: MASSACHUSETTS, Essex

DATE RECEIVED: 6/30/03 DATE OF PENDING LIST: 7/23/03
DATE OF 16TH DAY: 8/08/03 DATE OF 45TH DAY: 8/14/03
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000748

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

___ ACCEPT ___ RETURN ___ REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A&C

REVIEWER Patrick Andrus

DISCIPLINE Historian

TELEPHONE _____

DATE 8/11/2003

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



Breakheart Reservation Parkways

Forest Street

Saugus, MA

~~#1~~

<No. 8 >028 @ BN
0035 37 N N N-6 NN GR08 2101/100

PHOTO # 1



Breakheart Reservation Parkways

Pine Tops Road, Loop

Saugus, MA

~~#1~~

<#### >005 © BN
0035 37 N N N-6 NN GR08 2101/100

P1010 #2



Pine Tops Road, Loop
Breakheart Reservation Parkways
Saugus, MA

~~#~~

<#### >004 © BN
003537 N N N-6 NH GR08 2101/100

PHOTO # 3



Breakheart Reservation Parkways

Pine Tops Road, Loop

Saugus, MA

#~~3~~

No. 3 V 009 @ BN
0035 37 N N N-5 NN GR08 Z101/100

Photo #4



PUBLIC USE
←

Breakheart Reservation Parkways

Pine Tops Road, Loop

Saugus, MA

~~#~~

<No. 4 >013 © BN
0035 37 N N N-5 NN GR08 2101/100

Photo #5



Breakheart Reservation Parkways

Elm Road

Saugus, Wakefield, MA

~~#1~~

<No. 6 >020 © BN
0035 37 N N N-4 NN GR08 2101/100

Photo # 6



Breakheart Reservation Parkways

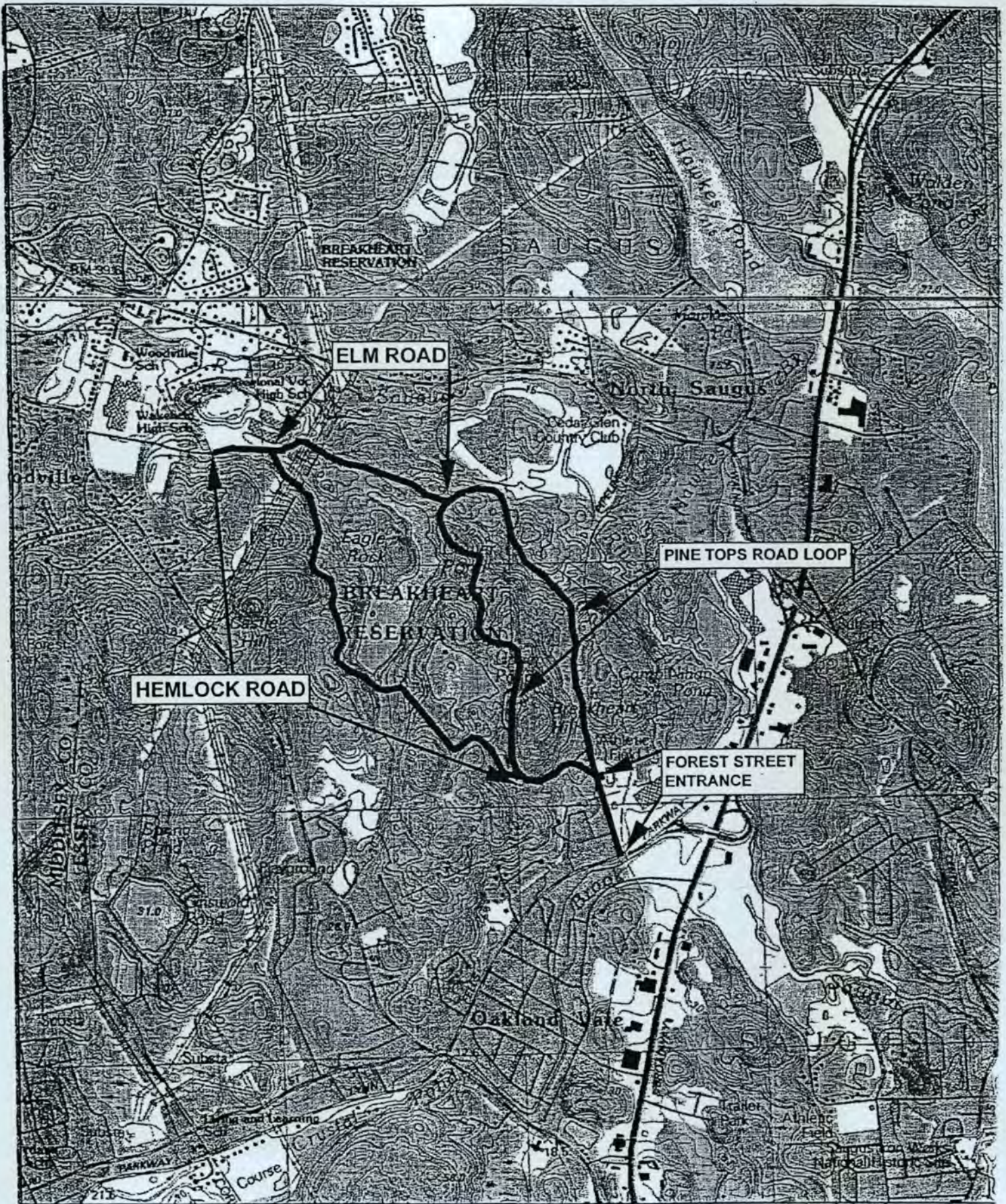
Hemlock Road

Saugus, Wakefield, MA

~~#~~

<No. 7 >024 © BN
0035 37 N N N-5 NN GR00 2101/100

PHOTO #7

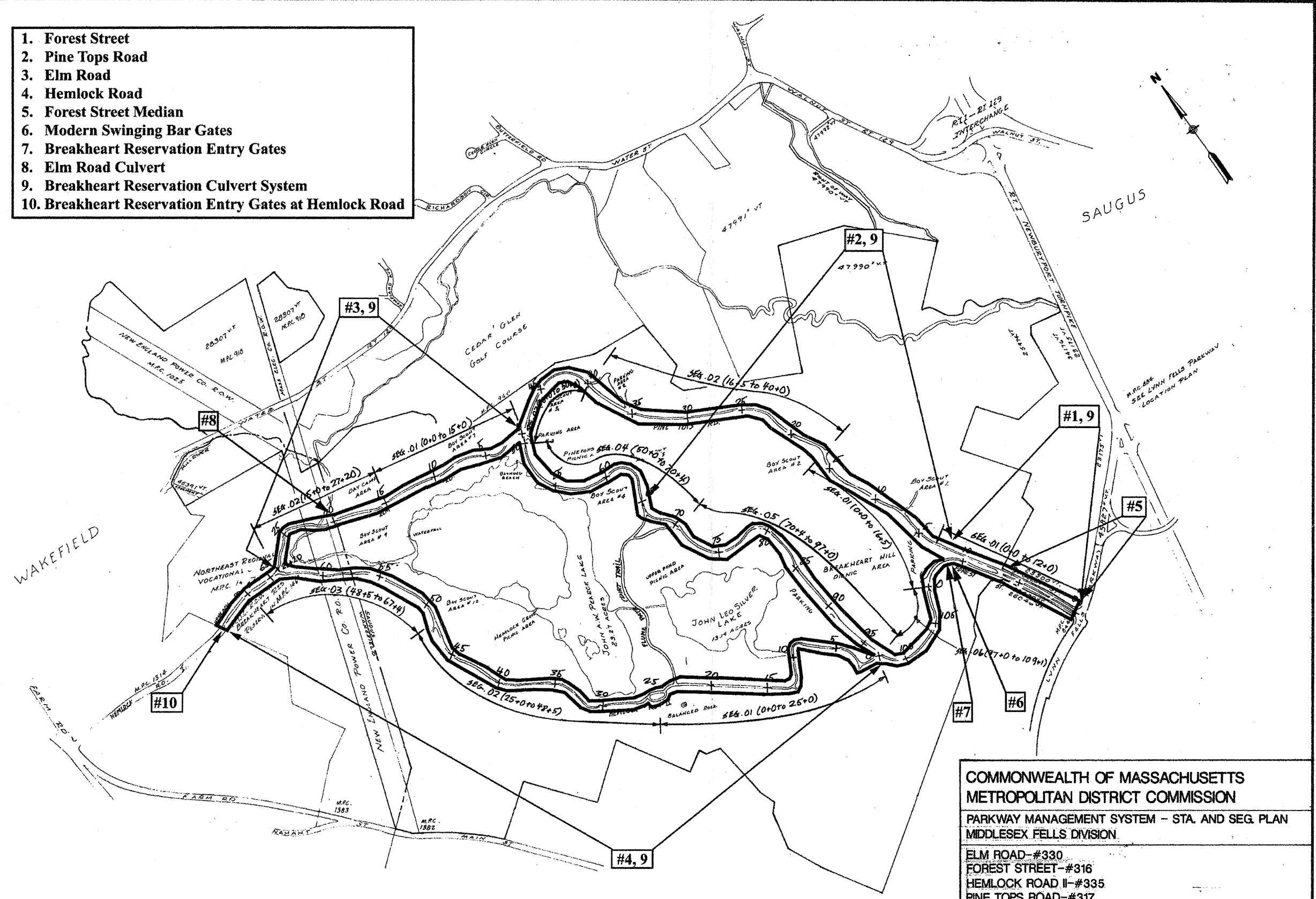


Name: BOSTON NORTH
 Date: 7/22/2002
 Scale: 1 inch equals 1666 feet

Location: 19 332983 E 4705831 N
 Caption: Breakheart Reservation
 Boston, Massachusetts



1. Forest Street
2. Pine Tops Road
3. Elm Road
4. Hemlock Road
5. Forest Street Median
6. Modern Swinging Bar Gates
7. Breakheart Reservation Entry Gates
8. Elm Road Culvert
9. Breakheart Reservation Culvert System
10. Breakheart Reservation Entry Gates at Hemlock Road



**STATION AND SEGMENT PLAN:
BREAKHEART RESERVATION**

**COMMONWEALTH OF MASSACHUSETTS
METROPOLITAN DISTRICT COMMISSION**

PARKWAY MANAGEMENT SYSTEM - STA. AND SEG. PLAN
MIDDLESEX FIELDS DIVISION

ELM ROAD - #330
FOREST STREET - #316
HEMLOCK ROAD II - #335
PINE TOPS ROAD - #317

VH	Vanasse/Hangen Consulting Engineers & Planners 60 Birmingham Parkway, Boston, MA 02135 617/763-7000		
	DESIGNED BY VAG	DATE APRIL, 1986	DRAWING NO. MF-2
	DRAWN BY NBF	SCALE NOT TO SCALE	JOB NO. 1120
	CHECKED BY VAG	SHEET OF 5	

ZONE 19
 1. 331890
 2. 333240
 3. 332460
 4. 333440
 4706500
 4705920
 4705500
 4704800

BREAKNEAT RESERVATION
 PARKWAYS

7.5 X 15 MINUTE SERIES (TOPOGRAPHIC)



42071-D1-TM-025
Boston North
MASSACHUSETTS
 WAKEFIELD/SAUGUS (MIDDLESEX/ESSEX) MA
 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



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 1978. Field checked 1979. Map dated 1985. Supersedes Boston North and Lexington 1:25,000-scale maps dated 1971. Selected hydrographic data compiled from NOS chart 13272 (1982). This information is not intended for navigational purposes. Projection and 1000-meter grid: Universal Transverse Mercator, zone 19. 18,000-foot grid ticks on Massachusetts coordinate system, maintained since 1927 North American Datum to place on the predicted North American Datum 1983 over the projection lines 6 meters south and 41 meters west as shown by dashed corner ticks. There may be private subdivisions 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 1 METER DEPTH CURVES AND SOUNDINGS IN METERS DATUM IS MEAN LOW WATER THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE MEAN SEA LEVEL REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.5 METERS

THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

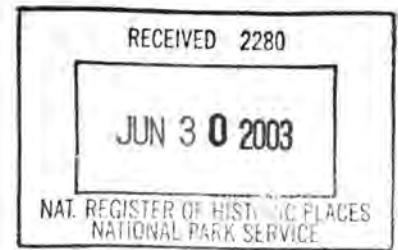
Meters	Feet	1	2	3	4	5	6	7	8
1	3.2808								
2	6.5617								
3	9.8425								
4	13.1234								
5	16.4042								
6	19.6850								
7	22.9658								
8	26.2467								
9	29.5275								
10	32.8084								

ISBN 0-607-23443-1
 9 780607 234433

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 gage, narrow gage	Bridge: drawbridge	Footbridge; overpass; underpass	Build-up area: only selected landmark buildings shown	House; farm; church; school; large structure	Boundary: National, with monument	State	County, parish	Civil township, precinct, district	Incorporated city, village, town	National or State reservation; small park	Land grant with monument; land 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	Dam; dam with lock	Cemetery; grave	Campground; picnic area; U. S. location monument	Wellhead; water well; spring	Mine shaft; prospect; adit or cave	Control: horizontal station; vertical station; spot elevation	Contour: index; intermediate; supplementary; depression	Distorted surface: strip mine, lava, sand	Bathymetric contours: index; intermediate	Perennial lake and stream; intermittent lake and stream	Rocks, large and small; ledge, 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



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

June 18, 2003

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW, 8th floor
Washington, DC 20005

Dear Ms. Shull:

Enclosed please find the following nomination:

Breakheart Reservation Parkways, Wakefield/Saugus (Middlesex/Essex), MA
Metropolitan Park System of Greater Boston (Parkways) MPS

The nomination was voted eligible by the State Review Board and 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.

We request an expedited review of this nomination.

Sincerely,

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

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure