

CORRECTED COPY
PH 0026379
HB 2w19

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE: <u>Massachusetts</u>	
COUNTY: <u>Norfolk</u>	
FOR NPS USE ONLY	
ENTRY DATE <u>OCT 15 1973</u>	

332300
4678190

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

1. NAME

COMMON:
Quincy Granite Railway

AND/OR HISTORIC:
Granite Railway

2. LOCATION

STREET AND NUMBER:
Bunker Hill Lane

CITY OR TOWN:
Quincy

STATE:
Massachusetts

CONGRESSIONAL DISTRICT:
Eleventh

COUNTY:
Norfolk

CODE: 025 CODE: 021

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <u>Not in Use</u> <u>(Area zoned for commercial)</u>

4. OWNER OF PROPERTY

OWNER'S NAME:
Peter G. Ruscitto

STREET AND NUMBER:
159 Brook Road

CITY OR TOWN:
Quincy

STATE:
Massachusetts

CODE:
025

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Norfolk County Registry of Deeds

STREET AND NUMBER:
Dedham

CITY OR TOWN:
Dedham

STATE:
Massachusetts

CODE:
025

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Inventory of Historic Assets of the Commonwealth

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Massachusetts Historical Commission

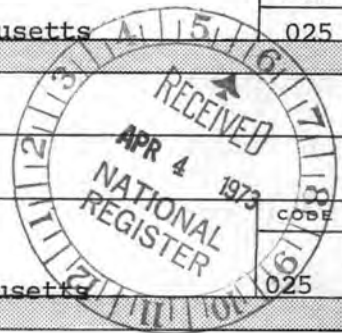
STREET AND NUMBER:
40 Beacon Street

CITY OR TOWN:
Boston

STATE:
Massachusetts

CODE:
025

SEE INSTRUCTIONS



STATE: <u>Massachusetts</u>
COUNTY: <u>Norfolk</u>
ENTRY NUMBER: <u>OCT 15 1973</u>
DATE: <u>OCT 15 1973</u>

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION

(Check One)

Excellent Good Fair Deteriorated Ruins Unexposed

(Check One)

Altered Unaltered

(Check One)

Moved Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The extant portion of the Granite Railway in Quincy is located 120' north of the termination of Bunker Hill Lane. The area is also littered with boulders, the remnants of once productive quarries.

A dirt path, commencing at the north end of Bunker Hill Lane, leads to the railway and the defunct Bunker Hill Quarry. The railway begins at the base of the quarry and runs in a northeast direction for 250'. The line, constructed in 1826, was laid on a road bed 1' - 4' deep to eliminate damage from frost. The bed was filled with stone and the rail structure was constructed in the following manner:

Stone sleepers were laid across the track eight feet apart. Upon these, wooden rails, six inches thick and twelve inches high, were placed. Upon the top of these rails, iron plates, three inches wide and one-fourth of an inch thick, were fastened with spikes; but at all the crossings of public roads and driftways stone rails were used instead of wood. On top of these were placed iron plates four inches wide and half an inch thick, being firmly bolted to the stone.¹

When the wooden rails began to decay, they were replaced with stone and later iron. There are no rails left today. The granite sleepers were cut to a size 7' long, 8" - 14" across the top, and 12" - 18" deep. Each sleeper had a round, hand-drilled and centered hole about 1½" in diameter and 12" from each end of the sleeper. The holes were used to fasten the rails to the sleepers.

Today, the granite sleepers are the most prominent part of the railway. Beginning at the base of the quarry, on the south side of the dirt path, is located perhaps the first sleeper and the beginning of the railway. Crossing the path a distance of 20' one does not find any sleepers at the described eight foot intervals but rather fragments of granite. East of the path, in a direct northeast line, are located a progression of sleepers as detailed in the above description. The road bed is an embankment, 4' deep and 5' - 6' wide, with the sleepers laid across the embankment walls. The drill holes are still visible, although grass has grown over some of the sleepers.

After a distance of 250', the railway ends in a pile of rough stone which was used to form the base of the railway bed. An area 60' wide from each embankment is included in this submission to preserve the setting of the road.

1

Charles B. Stuart, C.E. Lives and Works of Civil and Military Engineers of America. New York: D. Van Nostrand, 1871, pp. 123-24.

2

Additional excavation would be necessary to determine otherwise. Recent investigations indicate that this is the first sleeper and the beginning of the railway.

SEE INSTRUCTIONS



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1826, c. 1830

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input checked="" type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

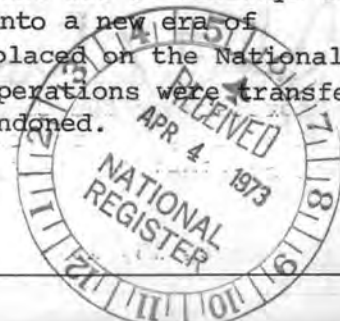
STATEMENT OF SIGNIFICANCE

In a sense, the Battle of Bunker Hill is responsible for the first commercial railway in the United States. In 1823, the Bunker Hill Memorial Association was formed and the patriotic zeal of its organizers brought together engineers, architects and financiers to commemorate the historic battle. Once a suitable design for the monument, an obelisk, was decided upon, its architect and master builder, Solomon Willard, located a quarry of granite in West Quincy to supply the construction material. The next problem was how to transport the granite to the monument site, a distance of twelve miles.

Gridley Bryant, a thirty-six year old engineer, proposed a railway from the quarry to the Neponset River, where barges could then transport the granite to the monument site. The idea was considered quixotic. Nevertheless, Thomas Hanasyd Perkins, the merchant prince of Boston, provided the financial backing for Bryant's scheme and the Massachusetts General Court, amid the cries of "what do we know about railroads", approved the petition for incorporation.

On October 7, 1826, a horse drawn railway car traversed the three mile distance to the Neponset River. At a time when canals were considered the most efficient mode of transportation, the railway was met with skepticism. Daniel Webster, returning from the funeral of John Adams, inspected Bryant's work and concluded that the future of such a mode of transportation was dubious. However, Webster had not recognized the remarkable engineering genius of Bryant. In the period of just seven months, from the receipt of the incorporating charter to the opening of the railway, Bryant had perfected machinery fundamental to the early development of the railroad, such as the eight wheeled car, the turntable, the portable derrick, the switch, and the turnout.

The Quincy Granite Railway was not the first example of rail use in the United States. It was, however, the first efficient use of railways in a commercial venture, and propelled the country into a new era of transportation. The 250' section of the railway placed on the National Register was in use until the early 1830's when operations were transferred to another nearby quarry and this roadbed was abandoned.



SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Kirkland, Edward Chase. Men, Cities, and Transportation: A study in New England History, 1820-1900. Cambridge: Harvard University Press, 1948. 2 vols.

Scholes, Robert E. The Granite Railway and its Associated Enterprises. Mss., Quincy Room, Quincy Public Library, n.p.

Stuart, Charles B. Lives and Works of Civil and Military Engineers of America New York: D. Van Nostrand, 1871.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	42°	14'	23"
NE	°	'	"	°	'	"	71°	01'	58"
SE	°	'	"	°	'	"			
SW	°	'	"	°	'	"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 31,500 sq feet (116 sq rods) .7 acre

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

STATE:	CODE	COUNTY	CODE



11. FORM PREPARED BY

NAME AND TITLE:
Ms. Polly A. Matherly, Historian
 ORGANIZATION
Massachusetts Historical Commission
 STREET AND NUMBER:
40 Beacon Street
 CITY OR TOWN:
Boston

STATE
Massachusetts

DATE
February 23, 1973

CODE
025

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name John F. X. Downey
 Secretary of the Commonwealth
 Chairman, Massachusetts
 Title Historical Commission

Date March 13, 1973

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Edward A. Connelly
 Director, Office of Archeology and Historic Preservation
 Associate Director
 Professional Services

Date OCT 15 1973

ATTEST:
Connelly
 Keeper of The National Register

Date 10-9-73

SEE INSTRUCTIONS

PLEASE RETURN THIS FORM WHEN THE PROPERTY IS RESUBMITTED.

DATE:

5/4/73

NAME OF PROPERTY

Quincy Granite Railway

The attached National Register Inventory-Nomination form is being returned to your office for clarification of the information indicated below.

Rec'd 6/20/73

1. Name. _____

2. Location. _____

✓ 3. Classification. please check blank for present use

4. Owner of Property. _____

5. Location of Legal Description. _____

6. Representation in Existing Surveys. _____

✓ 7. Description. please check blanks for condition

✓ 8. Statement of Significance. please check blanks for Period, fill in specific date(s), and area of significance. How long was the railroad in use?

9. Bibliography. _____

10. Geographical Data.

a. Longitude and Latitude Coordinates. _____

b. Acreage. _____

11. Form Prepared By. _____

12. Certification. _____

Photographic Coverage. _____

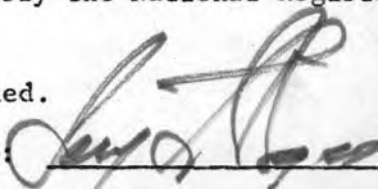
Map Coverage. _____

Other. _____

Clarification or correction of the above items must be made prior to the initiation of our professional review. Correction of these technical errors does not necessarily insure that the nomination will then satisfy the National Register criteria in full.

Thank you for your attention to the above items checked.

SIGNED:



PROPERTY Quincy Granite Railway STATE Mass

WORKING NUMBER 4.4.73.2710

Card
Filed
out

TECH REVIEW
Photos 1
Maps 1

CONTROL REVIEW

cm
5-4-
73

HISTORIAN
John Adams died on the 4th of July. They sure took a long time to bury him if D. Webster / 4/73

Accept-Amc
(when returned)
Accept
5-9-73
c show

ARCHITECTURAL HISTORIAN Need more info. on duration and condition.
Good site though!

dist. to go
General file
RETURN
KH
5/9/73

ARCHEOLOGIST

REVIEW UNIT CHIEF

BRANCH CHIEF

KEEPER

National Register write-up _____

Send-back 6.14.73

Federal Register entry 12-4-73

Re-submit 8.20.73

Entered _____

OCT 15 1973

PROPERTY Quincy Granite Railway STATE Mass.

WORKING NUMBER 4.4.73. 2710

Norfolk

TECH REVIEW
Photos 1
Maps 1

CONTROL REVIEW
OK
8-20-73

HISTORIAN
Accept
gml
8/20/73

ARCHITECTURAL HISTORIAN
ACCEPT
KHC
8/21/73
Accept
8.22.73
C Shul

ARCHEOLOGIST HAER: I spoke at length with a Mr. Edward C. Johnson, 813 Diversy Pkway., Chicago, IL 60614, (312)gr2-5051, who was referred to me by the Nat'l. Foundation of Funeral Services as an expert on the history of funerary practices. He assured me that the technology was available in 1826 to have kept John Adams embalmed for three months. We both questioned why this would have been desirable since it wasn't common practice

REVIEW UNIT CHIEF *Inventoried by HAER.* to conduct public funerals and viewings of deceased dignitaries until the time of the Civil War. The only other possible reason he could think of was that three months were required to complete Adams' tomb or there may be a mistake in the dates as cited on the form. ACCEPT
The railroad is a significant site. The Quincy Granite RR Incline, END
another early railroad platway in this area, ^{already} on the NR. 9/28/73

BRANCH CHIEF
They kept Calvin Cook for six years, and then discovered that he hadn't even been dead. Accept
Rgos 10/5/73

KEEPER
Wm
10/9

National Register write-up _____
Federal Register entry _____

Send-back _____
Re-submit _____

Entered OCT 15 1973



NPS Number 61973

FORM 10-301 A
(6/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM**

(Type all entries - attach to or enclose with photograph)

1. NAME

COMMON

Quincy Granite Railway

AND/OR HISTORIC

NUMERIC CODE *(Assigned by NPS)*

OCT 15 1973

2. LOCATION

STATE

Massachusetts

COUNTY

Norfolk

TOWN

Quincy

STREET AND NUMBER

Bunker Hill Lane

3. PHOTO REFERENCE

PHOTO CREDIT

J. Michael Franceschi

DATE

1972

NEGATIVE FILED AT

Mass. Historical Commission
40 Beacon Street, Boston, Ma.

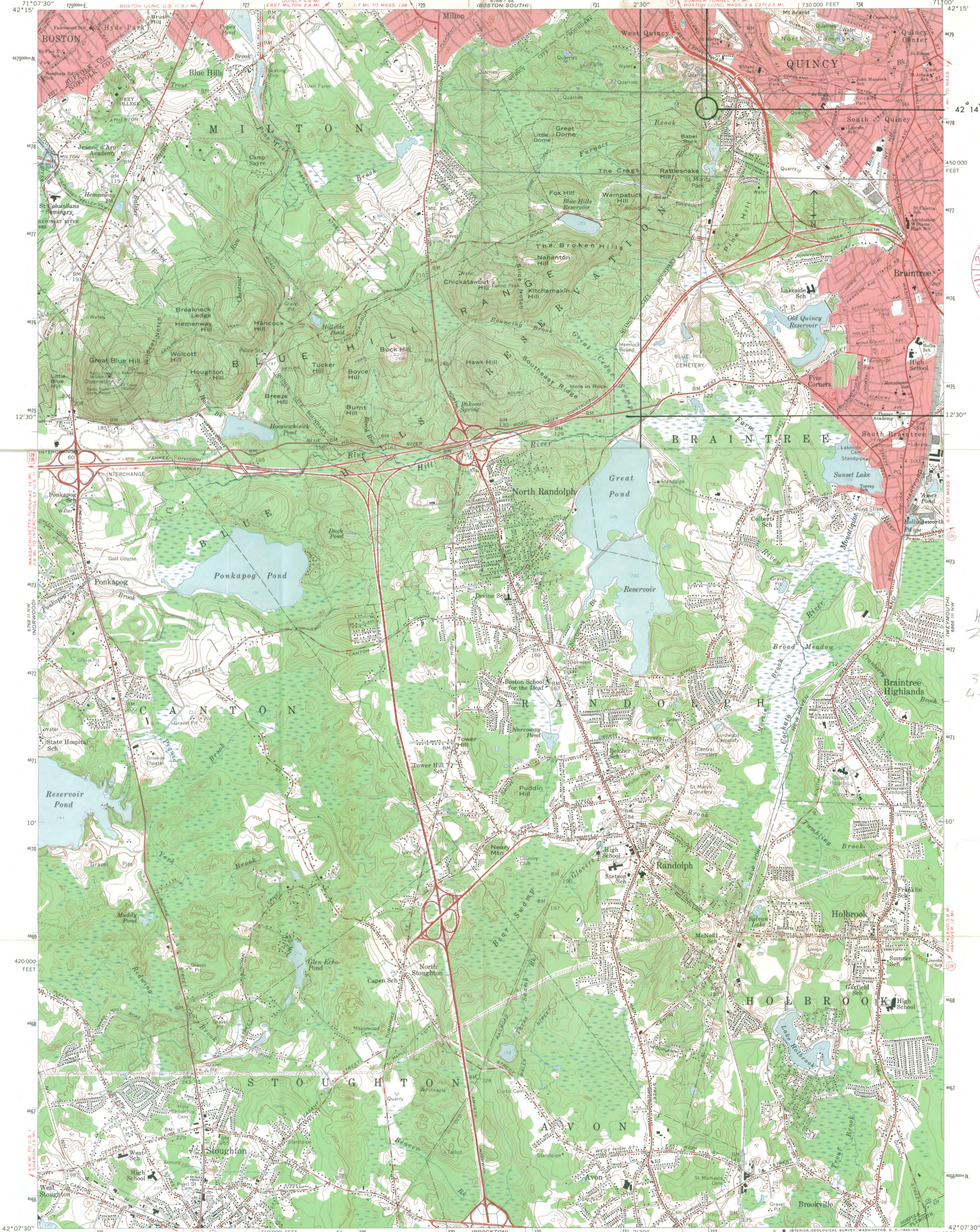
4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

View of railway bed and granite sleepers, taken from northeast



PROPERTY OF THE NATIONAL REGISTER



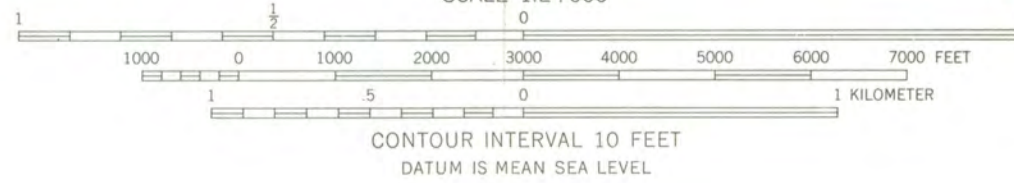
QUINCY RAILWAY
QUINCY

450 000
FEET



H/B
2019
332 300
4678190

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, Massachusetts Geodetic Survey,
and Massachusetts Harbor and Land Commission
Culture and drainage in part compiled from aerial photographs
Topography by planimeter surveys 1936
Culture revised by photogrammetric methods from aerial photographs
taken 1957. Field check 1958
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Red tint indicates areas in which only
landmark buildings are shown



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
○ State Route	



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

BLUE HILLS, MASS.
N4207.5-W7100/7.5
1958
AMS 6768 II NE-SERIES V814

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM
(Type all entries - attach to or enclose with map)

1. NAME		NUMERIC CODE (Assigned by NPS)
COMMON	AND/OR HISTORIC	
Quincy Granite Railway		OCT 15 1973

2. LOCATION		
STATE	COUNTY	TOWN
Massachusetts	Norfolk	Quincy
STREET AND NUMBER		
Bunker Hill Lane		

3. MAP REFERENCE		SCALE
SOURCE	DATE	
U.S.G.S. Blue Hills, Mass.	1958	1:24,000

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.





The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

John F. X. Davoren

Secretary of the Commonwealth

~~XXXXXXXXXXXX~~
40 Beacon Street

Boston, Mass. 02108

March 29, 1973

National Register of Historic Places
Department of the Interior
National Park Service
18th and C Streets, N.W.
Washington, D.C. 20240

Attention: Mr. Jerry Rogers

CERTIFIED MAIL

Dear Jerry:

Enclosed are National Register nominations for:

- Norfolk County, Quincy, Quincy Granite Railway
- Norfolk County, Quincy, Quincy Granite Railway Incline

These have been declared eligible for submission by the Massachusetts Historical Commission, the State Review Board, and have been signed by Secretary of the Commonwealth John F. X. Davoren, Chairman of the Massachusetts Historical Commission and designated the State Liaison Officer.

You will note that both of these nominations cover portions of the original Granite Railway structure. Though both portions of the Railway might have been included in one submission, we have felt it advisable not to do so because of problems arising from their different ownership and from the local political situation.

Cordially,

Bob,

Robert B. Rettig
Executive Director
Massachusetts Historical Commission

RBR:pm
Encls.





The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

John F. X. Davoren

Secretary of the Commonwealth

~~2 Joy Street~~

40 Beacon Street

Boston, Mass. 02108

(617) 727-8470

July 6, 1973

National Register of Historic Places
Department of the Interior
National Park Service
18th and C Streets, N. W.
Washington, D. C. 20240



Attention: Jerry Rogers

CERTIFIED MAIL

Dear Jerry:

We are resubmitting the National Register nomination for the Quincy Granite Railway. Enclosed please find the corrected form in compliance with your suggestions. You will note that the railroad's term of use has been appended to the Statement of Significance.

Sincerely,

Elizabeth R. Amadon

Elizabeth R. Amadon
State Survey Director
Massachusetts Historical Commission

ENTRIES IN THE NATIONAL REGISTER

STATE MASSECHUSETTS

Date Entered OCT 15 1973

<u>Name</u>	<u>Location</u>
Quincy Granite Railway	Quincy Norfolk County
Mills-Stebbins Villa	Springfield Hampden County

Also Notified

Hon. Edward M. Kennedy
Hon. Edward W. Brooke
Hon. James A. Burke
Hon. Edward P. Boland

Director, Northeast Region

PHR MMott 10/25/73

State Historic Preservation Officer
Hon. John F. X. Davoren
Secretary of the Commonwealth
Chairman, Massachusetts Historical
Commission
40 Beacon Street
Boston, Massachusetts 02108