

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 South Middleborough Historic District

other names/site number _____

2. Location

street & number Locust, Spruce and Wareham streets _____ not for publication

city or town Middleborough _____ vicinity _____

state Massachusetts code MA county Plymouth code 023 zip code 02346

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
Signature of certifying official/Title
Massachusetts Historical Commission

Brona Simon, SHPO

4/30/09

Date

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

Patricia Anderson

Date of Action

6/19/2009

South Middleborough HD
Name of Property

Plymouth, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

(Check only one box)

- | | |
|--|--|
| ☒ private | ☐ building(s) |
| ☒ public-local | ☒ district |
| ☐ public-State | ☐ site |
| ☐ public-Federal | ☐ structure |
| | ☐ object |

Number of Resources within Property

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

Contributing	Noncontributing	
68	14	building
2		sites
4		structures
1		objects
75	14	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC: single dwelling
COMMERCE/TRADE: specialty store, restuarant
SOCIAL: meeting hall GOVERNMENT: fire station
TRANSPORTATION: road-related (vehicular)
EDUCATION: school, library
RELIGION: religious facility church-related residence
FUNERARY: cemetery
AGRICULTURE: animal facility, outbuilding

Current Functions

(Enter categories from instructions)

DOMESTIC: single dwelling
COMMERCE/TRADE: business, restaurant
SOCIAL: meeting hall
GOVERNMENT: fire station
RELIGION: religious facility
FUNERARY: cemetery
TRANSPORTATION: road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

(see continuation sheet)

Materials

(Enter categories from instructions)

foundation STONE: granite, BRICK, CONCRETE
walls WOOD: weatherboard, shingles SYNTHETIC:
vinyl, STUCCO, CONCRETE
roof ASPHALT, METAL: tin
other GLASS

Narrative Description

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 1

ARCHITECTURAL CLASSIFICATIONS

COLONIAL: New England Colonial

MID 19th CENTURY: Greek Revival

LATE 19th and EARLY 20th CENTURY REVIVALS: Colonial Revival, Tudor Revival

LATE 19th and EARLY 20th CENTURY AMERICAN MOVEMENTS: Bungalow,
Craftsman, Commercial

NARRATIVE DESCRIPTION

SUMMARY

The South Middleborough Historic District is located in Middleborough, MA, approximately 6½ miles south of the Middleborough town center. The district encompasses approximately 88 acres and is centered about the intersection of Wareham Street [MA Route 28] and Locust Street. Properties within the district are located along Wareham, Spruce, and Locust Streets. The district comprises a late 18th – mid-20th century village core with an early and mid 20th-century commercial overlay, and includes 75 contributing elements, including 29 residential buildings constructed between ca. 1800 and ca. 1952, 15 contributing resources constructed between ca. 1874 and 1959, 5 municipal/social/religious resources built between 1841 and 1957, 2 historic sites dating from 1768 and ca. 1955 respectively, and a contributing object. Noncontributing elements are scattered infill and are limited to eight residential houses, two horse barns, a residential garage, and three commercial garages constructed after 1959, the upper limit of the district's period of significance.

PHYSICAL DESCRIPTION OF THE DISTRICT

The district is situated in the relatively level outwash plain that constitutes a large portion of southeastern Middleborough, and is surrounded by broad expanses of second-growth white pine forests and swamps, including the Rocky Gutter Wildlife Management Area, located to the north of the district. Areas to the west, south, and east, while topographically similar, include areas of mid and late 20th-century residential infill. Buildings within the district are concentrated primarily along a three-quarter mile, S-shaped stretch of Spruce, Locust, and Wareham Streets, until 1960 one of the two principal routes between Boston and the summer resorts of Cape Cod, with residential structures concentrated on either end of a central commercial and civic core. This core is centered about the intersection of Wareham and Locust Streets and consists of ten early and mid 20th-century commercial resources, including the district's most significant building, ca. 1901 Sisson's Diner, and eight municipal and social resources dating from the mid 18th through the mid 20th centuries, including the South Middleborough Cemetery (1768), South Middleborough

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 2

Church (1841, with later additions), South Middleborough School (1882, 1952-1953), South Middleborough Grange Hall (1916), and South Middleborough Fire Station (1955-1957). North of this, the district's earliest residential and commercial area is located along Locust and Spruce Streets and includes the district's oldest buildings, the South Middleborough Baptist Parsonage (ca. 1773) and Barn (late 18th century), as well as two early 19th-century Cape-style dwellings, five mid and late 19th-century houses, and a late 19th / early 20th-century commercial resource, the South Middleborough store (ca. 1890). South of the commercial and civic core at Wareham and Locust Streets is a mixed residential and commercial area including the distinctive "Stone House" (1828), five mid 19th-century Greek Revival-style dwellings, the Craftsman-style Benson-Mostrom House (1917), and three early and mid 20th-century commercial resources. Within the district are several contributing barns, reflective of the district's agricultural past, as well as a number of early and mid 20th-century garages.

CONTRIBUTING BUILDINGS

Colonial Period Buildings

One colonial period house is extant within the district; this is the **South Middleborough Baptist Parsonage (ca. 1773) (Photo 11), 16 Spruce Street**, a modest 1½-story, three-by-three bay, half-Cape-style house that rests upon a fieldstone foundation with cut granite blocks facing the façade foundation (west elevation). A vertical-boarded door with a diamond-shaped light occupies the northernmost bay of the façade (west elevation), with 2/1 double-hung sash windows occupying the remaining two bays. A three-bay kitchen ell extends from the rear of the house, which is clad in wood clapboards and roofed with asphalt/composite shingles.

The South Middleborough Cemetery (1768), 565 Wareham Street (Photo 35), includes over 200 grave markers including late 18th-century, and 19th and 20th-century marble and granite markers. Located on the east side of the cemetery is the **South Middleborough Cemetery Receiving Tomb (1923-24)**, a small rectangular one-story building constructed of pre-cast, rock-faced concrete blocks set in stretcher pattern atop a poured concrete slab foundation. The wood-framed gable roof extends over the south wall, creating a semi walled porch supported by four plain-faced concrete block posts. The gable and roof are shingled with light-colored asphalt shingles set in large diamond pattern. A heavy iron door is centered in the façade (south elevation) and has three small openings incised at the top, reminiscent of the decorative patterns of 18th-century tombstones.

Late 18th and Early 19th Century Buildings

Late 18th- and early 19th-century houses within the district are primarily in the Cape form. Extant is the **Smith-LeBaron-Hunt House (ca. 1800) (Photos 2, 3), 6 Locust Street**, a modified 1½-

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 3

story, five-by-three bay Cape with a large 19th-century gable projection with prominent molding piercing the cornice line above the main entrance, which is situated in the center bay of the façade (east elevation) and flanked by 2/1 double-hung sash windows in the remaining bays. The entrance door is a 12-light glass door. A shed-roofed porch extends the length of the east side of the structure, supported by six Tuscan-style columns with simple square rails and balusters in between. A small, square, one-bay, hip-roofed addition extends from the south end of the south. Windows in the gable peaks have been altered from their original appearance to a tripartite window in the south gable and a semi hexagonal oriel window in the north gable. The house is sided with wooden clapboards and roofed with asphalt-composite shingles. Two stretcher-bond brick chimney shafts pierce the roof just below the ridge.

The **Smith-Wallen-Ryder House (ca. 1803) (Photo 20), 36 Spruce Street** is a 1½-story five-by-two bay, Cape-style dwelling set upon a granite block foundation. The central bay of the façade (west elevation) is occupied by the entrance, which consists of a wood-paneled door with four small lights flanked by three-quarter sidelights set in a Federal-style entablature. Six-over-six double-hung sash windows flank the entrance. A small, gable-roofed, four-by-one bay ell set upon a granite foundation with 2/1 double-hung sash windows and a half-glass door with four lights in the westernmost bay extends from the southeast end of the house, and includes a semi hexagonal bay window on the southern end. A second small, gable-roofed ell of two bays extends, in turn from the rear of the addition. The main structure and front of the addition are wood clapboard sided, while the south end of the addition and the ell are wood shingled.

One of the more unusual houses within the district is the Gothic Revival **"Stone House" (1828) (Photo 38), 567 Wareham Street**, with its cruciform-shaped footprint consisting of a central 1½-story gable-roofed structure with two 1½-story gabled wings extending perpendicularly. The front three-bay facade (south elevation) incorporates a French door in the easternmost bay, each door having ten lights. The west wing is of a three-by-one-bay plan, with a wood panel door occupying the easternmost bay. The east wing has a two-by-one-bay plan. Throughout, double-hung sash windows are 2/2 on the ground floor and 6/6 in the upper floors. Decorative framing also appears upon the upper story windows, while those on the ground floor are unornamented, and the windows recessed into the thick wall. The exterior walls are constructed of stone (a fact which gives its name to the house) and stuccoed, with the sole ornamentation being a decorative barge-board along the eaves, a design feature original to the building. A wood-sided addition extends from the rear of the west wing. Another small wood-shingled gable-roofed two-bay addition, with a casement window in the westernmost bay and a modern steel panel door in the easternmost end, extends from the east side of the east wing.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 4

Mid 19th-Century Buildings

Mid 19th-century buildings within the district demonstrate the transition to the Greek Revival style of architecture popular at the time. The structures are small and simple in keeping with the limited means of the community throughout this period. Five residences were built upon Benson family land on the north side of Wareham Street east of the South Middleborough Cemetery, which the family began selling during the mid 19th century and an additional five houses were built in the vicinity of Clark's Corner, the intersection of Spruce and Locust Streets, which emerged as the center of South Middleborough during this period. Also during this period, the original South Middleborough Methodist Church was raised on a site midway between Clark's Corner and the Benson property.

The earliest portion of the **South Middleborough Methodist Church (1841, remodeled 1874-75, 1879, 1920-30) (Photo 32), 563 Wareham Street**, was erected in 1841 and was constructed as a 1½-story, gable-roofed chapel. In 1874-1875, the chapel was raised, an additional ten feet was constructed onto the north end, and seven feet to the south end, and a brick-walled vestry constructed beneath the enlarged building. In 1879, the belfry was added with a wood shingled roof, which was replaced in May 1907, with a tin roof. Following a state building inspection in 1929 which determined that a rear entrance to the auditorium was required; the church, also needing additional space for its Sunday School classes, constructed a two-story addition to the rear of the church with three classrooms above and additional kitchen and furnace space below. Work on the addition began at the start of November 1929 and was completed the following year.

The original 1½-story, gable-roofed chapel is a four-by-one bay structure with 12/12 windows and synthetic siding. The one-story, brick-walled, four-by-three-bay vestry below has 6/6 windows. The façade (south elevation) is dominated by a three-story Italianate style tower and steeple with an arched entry with double paneled doors. Above are two Italianate-style, arched 4/4 windows. The sides of the tower are interrupted on the ground level by a single 4/4 window and on the auditorium level by a round-arched 4/4 window. At the gable level of the tower, the original oculus has been covered. Above, the square pyramidal, hip-roofed belfry has square decorative louvers covering the original arch-shaped openings.

The **South Middleborough Methodist Parsonage (ca. 1845) (Photo 14), 21 Spruce Street**, is a narrow, three-by-two-bay, Greek Revival residence set upon a granite block foundation and clad in synthetic siding. The entrance occupies the southernmost bay, the other two bays having 2/1 double-hung sash windows. A brick chimney stack pierces the ridge and an exterior concrete block chimney is situated on the north wall. A one-story, one-by-four-bay, hip-roofed addition extends from the southeast corner of the house and is similarly sided. Attached to the rear of the addition is a smaller one-story, gable-roofed addition.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 5

The **James M. Clark House and Store (ca. 1865) (Photo 17), 28 Spruce Street**, is a 1½-story three-by-seven-bay, cross-gabled, Greek Revival structure. The façade (west elevation) consists of two modern-style 1/1 aluminum-framed double-hung sash windows in the southernmost bays and a door occupying the remaining northern bay. Two modern-style, aluminum-framed, 1/1 double-hung sash windows are situated in the gable peak. The south elevation consists of a modern-style, steel-paneled door with semi circular light flanked by three modern-style, aluminum-framed, 1/1 double-hung sash windows, with two similar windows in the gable peak. A small shed-style dormer with a single casement window is located to the north side of the gable. A wraparound, shed-roofed porch extends along the west and south sides of the house with gables interrupting the roof line over each entrance, and decorated with inset wooden designs. The porch is supported by 14 posts with modern-style, pre-fabricated wooded rails and balusters inbetween. A 1½ -story, four-bay addition, with 1/1 double-hung sash windows, a steel paneled door and two shed-style dormers extend from the east end of the house. The entire house is clad with synthetic siding and roofed with asphalt/composite shingles.

The **John E. Smith House (ca. 1850) (Photo 10), 15 Spruce Street**, is a 1½-story four-by-two bay, cross-gabled, Greek Revival-style residence set upon a fieldstone foundation, the façade (east elevation) consisting of three 1/1 double-hung sash windows and a paneled door with fanlight, with two 1/1 double-hung sash windows in the gable. A hip-roofed porch extends across the façade, supported by five square posts and walled to a third of its height. A rectangular hip-roofed bay window addition with five narrow 1/1 windows is located on the south side. A modern three-by-one bay gable-roofed temple-fronted Greek Revival style addition is attached to the rear of the house and rests upon a cast concrete block foundation. The façade (south elevation) of the addition consists of a central entry flanked by coupled modern-style aluminum-framed 1/1 windows. The gable with its coupled 1/1 windows projects to create a porch beneath and is supported by pre-fabricated metal Doric-style columns with metal rails and balusters between.

The **Ephraim H. Gammons House (ca. 1870) (Photos 39, 40), 569 Wareham Street**, is a 1½-story three-by-two-bay Greek Revival-style front-gable house clad in synthetic siding and set on a cut granite block foundation. Double-hung sash windows on the west and south elevations are 1/1, while those on the east are 2/2. The entrance is located in the east bay of the façade (south elevation) consisting of a late-19th century Italianate-style wood-paneled door with two arched openings and etched glass lights. A gable-roofed projection supported by small decorative coupled posts at each of the front corners is constructed over the entrance. A gable-roofed addition, constructed in the late 19th century, extends from the east side of the main structure. The façade consists of four bays with the entrance occupying the easternmost bay and 2/1 double-hung sash windows occupying the remaining three bays. It is currently in the process of being resided.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 6

One of two remaining Benson family houses in South Middleborough, the **John S. Benson House (ca. 1860)(Photo 47), 577 Wareham Street**, is a 1½-story Greek Revival-style dwelling, with a three-by-two bay, rectangular plan set upon a foundation of irregular granite stones. Two 6/1 double-hung sash windows occupy the western and central bays, while an entry consisting of a wooden door with a large single light in the top half occupies the easternmost bay. A hip-roofed porch extends across the front of the house supported by three slender Tuscan-style posts resting atop a poured granite slab foundation. Two 6/1 double-hung sash windows appear in the gable, with a small ventilator located in the gable peak. A side-gabled ell is attached to the east elevation.

The **Witham-Boutin House (ca. 1862) (Photo 45), 575 Wareham Street**, is a 1½-story, cross-gabled, Greek Revival structure with several later additions. Fenestration of the two-bay façade of the gabled main portion consists of 2/2 double-hung sash windows on both stories. A hip-roofed porch extends across the façade (south elevation), including the wings, and is enclosed on the western end, having a band of five modern, aluminum-framed, 1/1 double-hung sash windows. The remainder of the porch is enclosed with 1/1 fixed windows reaching nearly to the ground. A small 1½-story, gable-roofed, two-by-two bay addition with a brick chimney stack piercing the roof ridge just west of center is attached to the west end of the house. Another small gable-roofed one-by-one bay addition extends from the east end of the main house, with fenestration consisting of picture windows comprised of large central fixed single lights flanked by narrow single-light casement windows.

Located down a narrow dirt lane which was formerly Benson Street (relocated to its present location south of the railroad line at the close of the 19th century in order to eliminate an unnecessary grade crossing) is the **Robert B. Hatch House (1869), 23 Spruce Street**, a 1½-story Greek Revival structure of three bays. A shed-roofed, screened porch extends across the façade, supported by simple square posts with simple rails. Two double-hung sash windows are located in the gable above. The more noticeable north elevation, which fronts Spruce Street, consists of a late 20th-century, two-story, cross-gable addition. Fenestration on the north façade of the addition consists of slender pairs of single-light windows on both the first and second stories with a semi circular light in the gable, all surrounded by decorative wooden framing.

The **Felch Cottage (ca. 1871) (Photo 43), 571 Wareham Street**, is a four-by-two bay, side-gable residence set upon a fieldstone foundation. Fenestration in the façade (south elevation) consists of small, 1/1, modern, aluminum-framed, double-hung sash windows in the two westernmost bays. The easternmost bay is occupied by a small semi hexagonal, hip-roofed bay window with a central single light flanked by 1/1 windows. The remaining bay is occupied by an entry covered with a gable-roofed projection supported by two simple braces. The east elevation appears to have once been the principal façade. It now consists of a hip-roofed, enclosed porch

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 7

with sliding glass doors. A one-by-two bay, gabled ell with chimney extends from the east elevation as well, and a shed-roofed addition is attached to the rear of the house. The house is synthetic-sided and roofed with asphalt/composite shingles.

The **John Feltch House (ca. 1871) (Photo 44), 573 Wareham Street**, is a 1½-story, gable-front dwelling. The westernmost bay of the two-bay façade (south elevation) is occupied by a large semi hexagonal bay window installed in December, 1908, with three Queen Anne-style windows with decoratively muntined glass in the upper sashes and a single light in the lower sash. The entrance, which occupies the easternmost bay of the façade (south elevation), consists of a half-glass door with a single oval-shaped light and is covered by a hip-roofed porch (also added in 1908), which is supported by three turned colonettes and decorative Folk Victorian-style bracketing. The porch has a railing consisting of turned balusters. Two 2/1 double-hung sash windows are situated in the gable. The clapboarded main structure rests upon a cut granite block foundation, while the various bay windows and additions rest upon fieldstone foundations. The rake molding and cornice returns are prominent.

Another 1½-story, Greek Revival, gable-front dwelling, the **Ebenezer Smith House (1872) (Photo 5), 8 Spruce Street**, has a three-bay rectangular plan, with the entrance situated on the southern end of the façade (west elevation) consisting of a modern, steel-paneled door. Over the entrance is a gabled canopy supported by two slender octagonal posts resting upon a poured concrete step. Double-hung sash windows are 2/2. A low shed dormer is located upon the northern end of the house. Two gable-roofed additions are attached to the east end of the house. The house rests atop a cut granite block foundation and is wood-shingled.

Late 19th -and Early 20th -Century Dwellings

Residential development in the district during the late 19th and early 20th centuries was characterized by construction of residential infill on lots left vacant during previous periods, including upon land de-accessioned by the South Middleborough Methodist Church along the east side of Spruce Street, and lands formerly part of the Smith family farm on the opposite (west) side of Spruce Street.

The **Ryder-Bisbee House (ca. 1878)(photos 8, 9), 14 Spruce Street**, is a gable-front structure of 1½ stories and is the most architecturally articulate house built in South Middleborough during the period. The front façade is dominated by a large semi hexagonal bay window with five narrow windows, decorative frieze of panels and stylized rosettes, and a hip roof. The entrance occupies the easternmost bay of the façade (south elevation) and consists of a wood panel-door covered by a heavily bracketed decorative hood. Above the door is a transom, now covered. A

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 8

modern sliding glass window is located in the gable and a small outlet ventilator appears in the gable peak. The eastern elevation is interrupted by a gabled projection, incorporating another five-light window matching that of the façade with a sliding glass window in the gable. A small one-story, one-by-one bay, shallow hip-roofed addition is situated on the southwest corner of the house, with a decorative octagonal window on the façade and coupled 1/1 windows on the south wall. The structure rests upon a brick foundation, is wood clapboard sided, and roofed with asphalt/composite shingles. A modern 1½-story garage is attached to the rear of the house by a small one-story gabled addition.

The **Edward E. Sisson House (ca. 1883) (Photo 1), 1 Locust Street**, consists of the larger, heavily modified, 1½-story gable-roofed, Greek Revival-style main house, a smaller 1½ story, gable-roofed ell on the northeast once utilized as a tenement, and a one-story kitchen ell on the southeast. The façade (north elevation) of the main house consists of a large three-window bay projection added in March, 1909, and a 2/1 double-hung sash window. The three-bay west elevation incorporates a 2/1 double-hung sash window, central entry, and semi hexagonal bay projection with 2/1 double-hung sash windows. The west slope of the roof is interrupted by a gable with two small 2/2 double-hung sash windows. A hip-roofed, wraparound porch constructed in September, 1912, extends nearly the length of the north and west sides of the house and is supported by turned colonettes with wooden railings and turned balusters between, with decorative scrollwork bracketing. The house is synthetic sided.

The **Frederick E. Braley House (ca. 1900) (Photo 16), 22 Spruce Street**, is a 1½-story, gable-front dwelling set upon a fieldstone foundation. Like the Ryder-Bisbee House, the two-bay Braley House facade is noted for a large, semi hexagonal, hip-roofed bay window of four 1/1 windows set in the southern bay. The remaining bay is occupied by an entry with a half-glass door covered with a pyramidal, hip-roofed canopy supported by heavy brackets with pendants. Two 1/1 double-hung sash windows are located in the gable.

The **George H. Vaughan House (ca. 1904) (Photo 13), 20 Spruce Street**, is a 1½-story, gable-front dwelling of three bays. Modern aluminum-framed, 1/1 double-hung sash windows occupy the southernmost two bays, while the remaining bay is occupied by an entry consisting of a modern, steel-paneled door, over which is a gable-roofed projection supported by two square decorative columns with two decorative half columns. A square, gable-roofed, one-by-two-bay ell of 1½ stories is attached to the north elevation, and has modern, aluminum-framed, 1/1 double-hung sash windows and a small shed style dormer with 1/1 double-hung sash windows on the west roof slope. The south elevation has a smaller 1½-story, one-by-two bay, gable-roofed projection. A gable-roofer dormer with small 1/1 modern, aluminum-framed, double-hung sash window is situated on the eastern roof slope. A 1½-story, gable-roofed addition is constructed

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 9

onto the rear of the house and is connected to small, one-story, side-facing, gable-roofed shed by a semi enclosed, two-bay, breezeway. Eaves on the house extend prominently beyond the walls, which are clad in wooden shingles. A brick chimney shaft pierces the north roof slope at its junction with the north ell gable. Some documentary evidence suggests a date of about 1883 for the house.

Construction of the **Herbert W. Tripp House (1908) at 31 Spruce Street**, a 2½-story, three-by-two bay, square, Colonial Revival house with pyramidal hip roof with belcast eaves marked a somewhat abrupt though late departure for South Middleborough from the Greek Revival style and gable-front dwellings. The Tripp House was constructed of "old lumber" possibly taken from the Henry Smith barn, which stood on the property until being dismantled. The asymmetrical three-bay façade (east elevation), consists of two 2/1 double-hung sash windows flanking the central entry with symmetrically placed second-floor fenestration consisting of two 2/1 double-hung sash windows. A small hip-roofed dormer, also with belcast eaves, is located upon the east roof slope and incorporates two small hopper-style windows. A hip-roofed porch extends the width of the façade and is supported by four square columns. A brick chimney stack constructed in a stretcher bond pattern is attached to the two-bay north elevation between two 1/1 double-hung sash windows.

Similar to the Tripp House of the previous year is the **Arthur F. Nye House (1909) (Photo 7), 10 Spruce Street**, a 2½-story, Colonial Revival-style dwelling with a three-by-two bay square plan rising from a fieldstone foundation, constructed by Joseph N. Shaw of Middleborough. An asymmetrical façade (west elevation) consists of a half-glass door with oval light set in the middle bay, and 6/6 double-hung sash windows occupying the remaining two bays. Second floor fenestration on the façade consists of two pairs of coupled 6/6 double-hung sash windows. A small hip-roofed dormer is located in the center of the west slope of the pyramidal hip roof and contains a small pair of coupled 6/6 double-hung sash windows. Across the façade is a raised hip-roofed porch supported by four Tuscan-style columns with rails and decorative turned-wood balusters and lattice work between the porch floor and ground. Fenestration on the north elevation is arranged in a distinctive checkerboard pattern consisting of two 6/6 double-hung sash windows on the first and second floors, and a smaller 6/6 window located midway between the four. The south two-bay elevation fenestration includes a pair of coupled 6/6 double-hung sash windows, a single 6/6 double-hung sash window, and a large bow-front picture window of twelve lights. A brick chimney stack pierces the center of the north roof slope, and an exterior concrete block chimney is located on the north elevation. The house is sided with asbestos shingles.

The **Benson-Mostrom House (1917) (Photo 46), 576 Wareham Street**, the only Craftsman-style bungalow within the district, is a 1½-story, five-by-three bay, wood-frame structure set upon a fieldstone foundation. The façade (north elevation) consists of a narrow entry flanked by Craftsman-style windows with four lights in the upper third of the window and a single light in

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 10

the lower two-thirds. The end bays are occupied by coupled windows of similar design, having four narrow vertical lights in the upper sash and a single light in the lower. The most distinctive feature of the house is the porch that runs across the front of the façade. The shed-style roof is occupied by a broad-gabled dormer with a tripartite Craftsman-style window, the height of the center window being greater than the two that flank it. The prominent eaves of the dormer are supported by three decorative brackets.

The **Clarence H. Ryder House (1919) at 33 Spruce Street** is a four-by-two bay, side gable-roofed cottage, believed to have been reconstructed from an earlier dwelling known as the Tripp House by local contractor Clarence H. Ryder for his own use. The façade (east elevation) is occupied by a central half-glass door and 2/2 double-hung sash windows in the remaining bays: a single window in the southernmost bay, and two windows in the northernmost two bays. A shed-roofed porch extends the length of the façade supported by four slender square posts. Half walls enclose the perimeter of the porch. A large gable-roofed dormer with three 2/1 double-hung sash windows extends over the porch roof. The two-bay north elevation consists of two 2/2 windows. A four-light fixed window is located in the foundation wall in the east bay, and a modern steel bulkhead located in the west bay. A concrete block chimney is situated between the two bays. The side elevations of the house and dormer are wood shingled.

The **Chester E. Smith House (1922) (Photo 6), 9 Spruce Street**, is a 1½-story, L-shaped cottage consisting of a main side-gabled block with projecting two-by-one bay, front-gabled ell. The house has Queen Anne-styled fenestration, including a decoratively muntined window and a smaller rectangular stained-glass entry window in the gable façade (east elevation). An entry consisting of a half-glass door is situated in the south elevation of the gable ell. A modern 1/1 double-hung aluminum-framed sash window occupies the single bay in the façade (east elevation) of the main block, and over this is located a gabled dormer with a similar, though smaller, 1/1 double-hung sash window. The south elevation of the main block includes four 1/1 double-hung sash windows, with two similar windows situated in the gable. A hip-roofed porch supported by four Tuscan-style columns wraps around the southeast corner of the house, decoratively cut balusters being placed between the columns. The house is wood shingled.

Late 19th – Early 20th -Century Commercial/Social Buildings

Contemporary with the residential growth of South Middleborough during the post-Civil War era was the expansion of business enterprise, municipal functions, and social activities within the community, and a number of resources reflective of this growth remain.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 11

The commercial expansion of the community is represented by the **South Middleborough Store (ca. 1890) (Photos 18, 19), 32 Spruce Street**, a large three-by-three bay, 2½-story, gable-front building with attached two-bay shed. The façade (west elevation) consists of a shallow hip-roofed addition with a central entry of a modern steel-paneled door flanked by modern aluminum-framed 1/1 double-hung sash windows. Early photographs of the store indicate that the addition was constructed prior to 1915 and originally had 2/2 double-hung sash display windows. Two modern, 1/1 double-hung, aluminum-framed sash windows are situated on the second floor above the addition, and a small outlet ventilator is located in the gable peak. Fenestration on the north elevation facing Locust Street consists of double-hung sash windows: 1/1 on the first floor and 2/2 on the second. The south elevation is occupied by a one-story, three-bay, hip-roofed addition which extends the length of the building, with a central entry flanked on either side by coupled aluminum-framed 1/1 double-hung sash windows. Originally, two double-hung sash windows were located on the west elevation of the addition, though they have since been covered. Attached to the southeast corner of the store building is a 1½ story, side-gabled-roofed, two-bay shed, originally used as an outbuilding by the store. A small sliding window occupies the northern bay where the original entry was once situated. The southern bay is now occupied by a vertically boarded wooden door. The building and additions are wood shingled throughout.

The **Middleboro, Wareham & Buzzards Bay Street Railway Waiting Room (ca. 1901) (Photo 37), 567 Wareham Street**, is a small hip-roofed building. The roof extends over the walls of the structure and the rafter ends are exposed. The three-bay façade (south elevation) consists of a central entranceway of a wood-paneled, half-glass door with two lights, flanked by two windows, the one occupying the west bay having six lights, and the one occupying the east bay having a decoratively muntined pattern of eleven lights. The exterior façade wall is sheathed with vertical boards, and four small Tuscan-style columns are added for ornamental effect. Both the west and east elevations are occupied by a large 15-light window and are wood shingled. There is no foundation; the building resting upon concrete blocks.

Sisson's Blacksmith Shop and Garage (1874, additions 1917 and 1923) (Photo 1), 1 Locust Street, consists of three sections: the rear 1½ story, gable-roofed blacksmith shop (1874), two one-story hip-roofed garage additions of one-by-four and one-by-five bay plans (1917), and the small two-by-two bay, gable-roofed, Craftsman-style office addition (1923), closest to Locust Street. All three portions of the structure are stuccoed to present a uniform appearance. The rear Tudor-style blacksmith shop was initially located close to the street, but in the spring of 1906 was moved back, "giving more room in the front and a better view" from the adjacent Edward E. Sisson House. The façade (north elevation) of the blacksmith shop incorporates a 6/6 double-hung sash window and decorative half-timbering in the gable. The rear garage addition has a modern wood-paneled overhead garage door with a central band of six lights on the façade, and four 6/6 windows on the east wall. The similar hip-roofed front garage addition has a modern wood-paneled overhead garage door with six lights and five 6/6 windows along the east wall. The

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 12

façade of the small gable-roofed office addition contains two large windows with five small lights in the upper third and a single light below, with similar windows on the west wall. The east wall is occupied by a half-glass, wood-paneled door with a single light and a traditional 6/6 double-hung window. Rafter tails are exposed under the eaves, though fascia board covers those on the gable end, which fronts Locust Street.

Lucy Brayley's Candy Kitchen (ca. 1925) (Photos 27, 28), 562 Wareham Street, a small one-story, three-by-one bay saltbox structure, which originated as a produce stand about 1925. The façade (north elevation) originally consisted of seven bays with a central entry flanked by three 8/1 double-hung sash windows. These have since been covered; the central entrance remains with a paneled door with two small lights, as do two small 1/1 double-hung sash windows, which have replaced each of the central windows on either side of the entry. In 2008, rehabilitation work was begun, which saw the removal of the building's wooden shingles (temporarily revealing the building's original white-painted wooden clapboards). More substantially, a gable roof replaced the earlier saltbox-style roof and a small gable-roofed ell was constructed onto the rear of the building. Work remains incomplete as of February 2009.

A similar 1930s-era **Roadside Stand at 575 Wareham Street** is situated on the grounds of the Witham-Boutin House. This seven-by-three bay, side-gabled stand is located just east of the house facing Wareham Street. The façade (south elevation) incorporates a double-leaf, half-glass door with single lights in the top in the central bay with three large modern aluminum-framed, 1/1 windows on either side. The west elevation consists of the original large coupled 2/2 windows in the southern bay, a small six-light rectangular window in the central bay, and an entry in the northern bay. A set of the original paired 2/2 windows remain in the east elevation. The stage is synthetic shingled. The earlier double-leafed half-glass door with nine lights in the upper half of each leaf was replaced in 2005-06.

Sisson's Diner (ca. 1901, addition 1926) (Photos 25, 26), 561 Wareham Street, is the only diner in Massachusetts identified as having originally operated as a streetcar, and was determined by the Massachusetts Historical Commission to be eligible for individual listing on the National Register of Historic Places (4/23/1998). To establish the diner, Elmer A. Sisson in 1926 acquired a former trolley car, which had been manufactured about 1901 by the Wason Manufacturing Company in Springfield, from the defunct Middleboro, Wareham & Buzzards Bay Street Railway, and located it here on this property. The car selected had been in an accident, and as a consequence, one end was reportedly "considerably" smashed, most likely on the back end as indicated by the difference in fenestration on this portion of the diner. The twelve-bay façade (south elevation) consists of nine windows with transom and a narrow door, which occupies the sixth bay in the front (east end) of the car. Restoration work in 2006 revealed the car's original folding entry door in the first bay consisting of two narrow wooden leaves joined by three large metal hinges with a single light occupying the upper half of each leaf. Exposed at the same time

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 13

was a door in the last bay consisting of a large single light in a wood frame. The bowed front (east end) of the car includes the housing for the still-functional headlight as well as the rail below. Above is a central eight-light fixed window, flanked by 1/1 double-hung windows. A portion of the car's original roof has been revealed by recent work. The open barrel roof is asphalt shingled and topped by a prefabricated galvanized steel ventilator, added in 1926. The car rests upon a foundation of brick and mortared fieldstones. A one-story, flat-roofed, vertically boarded, wood-frame addition housing the diner's kitchen extends from the rear of the car. Attached to this addition is a second similar flat-roofed, one-story, vertically boarded, wood-frame addition and a shed roofed addition to the rear. A stone wall constructed in 1927 by Elmer Sisson to separate his property from that of the South Middleborough Methodist Church stands to the east of the diner.

A second business enterprise operated by Elmer Sisson was the South Middleborough Garage (1926-27) and Filling Station (1926-27) (Photos 29, 30), both at 562 Wareham Street, consisting of a one-story garage and one-story filling station. The Craftsman-style, polygonal-shaped filling station is capped with a pyramidal hipped roof with deep overhanging eaves. Entries consisting of modern plate glass and aluminum-framed, commercial-style doors are set at a 45-degree angle at the southeast and northeast corners of the otherwise square building. The façade (east elevation) originally consisted of four double-hung windows with five vertical lights in the upper sash and a single light in the lower sash located between the two entries. These were replaced at a later unknown date with two large plate glass windows, the southernmost one of which was boarded up until 2008 when it was replaced. Upon rehabilitation of the structure in 2008, two original windows remained: one on the two-bay south elevation, beside a modern plate glass window, and a second on the two-bay north elevation, also situated beside a modern plate glass window. During the rehabilitation the fenestration pattern of the building was altered, and all remaining windows were replaced on each elevation with a set of three modern aluminum-framed double-hung 6/1 sash. At the same time, the structure's existing synthetic siding was replaced with more modern vinyl siding. The building is roofed with asphalt/composite shingles. To the west of the filling station is the large one-story, concrete block garage, which originally had a three-by-six bay plan and a flat tar and gravel-covered roof. Until rehabilitation of the structure in 2008, the façade (north elevation) consisted of three wide garage bays, of which only the central bay remained exposed and the remaining two having been boarded. The east elevation consisted of a band of six large aluminum-framed, commercial-style windows of eight lights. In 2008, a shallow gable roof was constructed on the building and the structure was vinyl sided, all openings being covered over at the time, except for the central garage bay of the façade. The existing garage door at that time was replaced with a modern, commercial metal rolling overhead door.

At this time, a new school was constructed for the area, replacing an earlier building located on Wareham Street near Pine Street. The South Middleborough School (1882, one-room addition, 1952-53) (Photos 33, 34), 564 Wareham Street, is a two-by-four bay, gable-front schoolhouse

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 14

constructed by Warren Homer Southworth of Middleborough. The façade (north elevation) consists of two matching entries with wood-paneled doors and heavy moldings overhead. Between the entries are placed two small 6/6 double-hung sash windows, which are not original to the structure. A decorative half-moon molding appears in the gable from which is secured a flagpole, elements present in the original structure. Side elevations consist of four large double-hung 6/6 sash. The building sits upon a fieldstone foundation and is sheathed with wooden clapboards and roofed with asphalt shingles. A brick chimney shaft pierces the roof ridge near the south end of the building. A side-gabled, three-by-four bay addition is attached to the south end of the east elevation, constructed in 1952-1953 by local contractor William A. Reynolds. The façade (north elevation) of the one-room addition consists of two 6/6 double-hung sash windows in the westernmost bays, and a gable-roofed entry in the eastern bay. The schoolhouse is presently owned by the South Middleborough Protective Association, which is currently restoring the building for use.

Constructed in 1916 by Clarence Ryder of lumber harvested and milled at South Middleborough, the Craftsman-style **South Middleborough Grange Hall (1916) (Photos 41, 42), 570 Wareham Street** is constructed into the hillside with a three-by-five bay plan. A full-story, exposed fieldstone foundation forms the interior wall of the façade (north elevation) facing Wareham Street. Similar fieldstone foundations are found in South Middleborough, within the district at the Fire Station, and just outside the district at both "Stonecottage Farm" [the Rev. Herbert Wilbur House] (1921) at 504 Wareham Street, and the Kenneth Wilbur House (1952) at 507 Wareham Street. A large entry with paneled double doors occupies the east bay, with 4/4 double-hung sash windows occupying the remaining two. Located upon the second floor is the half with three bays, the end bays consisting of single 4/4 double-hung windows, and the central bay occupied by coupled 4/4 double-hung sash windows. The hall level is wood-shingled. The hipped roof has belcast eaves, which extend over the walls of the building and have covered rafter tails. A small hip-roofed dormer with small, coupled, 4/4 double-hung sash windows and exposed rafter tails is situated upon the north slope of the roof.

The **South Middleborough Scout Cabin (1909, rehabilitated 1938) (Photo 31), 563 Wareham Street** is a small, three-by-two bay, gable-front structure with a saltbox-style addition attached to the rear. Originally in use as a shed by the South Middleborough Methodist Episcopal Church, the building was rehabilitated in 1938 for their own use by local Boy Scouts. The cabin rests upon a stone foundation. The façade (south elevation) consists of two small, modern, aluminum-framed, 1/1 double-hung sash windows flanking a central entry consisting of a modern aluminum-panel doorway with a small gable-roofed projection overhead. Fenestration on the side walls and addition consists of 6/6 double-hung sash windows. The structure is sided with horizontal wood novelty siding designed to resemble half logs.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 15

Mid 20th -Century Commercial Structures

The ever-increasing flow of summer seasonal traffic to and from Cape Cod throughout the second quarter of the 20th century fostered the development of both new businesses as well as the relocation of at least one, but whereas earlier businesses in South Middleborough had made over existing structures and converted them to business uses, post-WWII commercial development saw the construction of a number of buildings specifically with a business purpose in mind.

In order to benefit from Cape-bound traffic, to provide parking for its patrons and to create a modern shopping environment, albeit on a small scale, the **Second Thomas Brothers Store (1948) (Photo 24) at 560 Wareham Street**, was erected as a three-by-five bay, gable-front, commercial-style building on Wareham Street west of the Sisson businesses to replace the earlier store at Clark's Corner. The façade (north elevation) of the Second Thomas Brothers Store consists of a small recessed entry flanked by pairs of large, modern, plate-glass display windows with a brick storefront and synthetic-sided gable. Five casement windows run the length of both the wood-shingled east and west elevations. The building rests upon a brick foundation.

Just to the north is **Williams' Trading Post (ca. 1949, additions late 1970s and 2005) (Photos 22, 23), 556 Wareham Street**, that consists of a number of small buildings built onto the original structure over time. The earliest central portion dating from about 1949 is a small, one-story, gable-roofed novelty-styled shed with deeply overhanging eaves and sidewalls, which slope inwards at the bottom. The overall effect has been likened to that of an oversized birdhouse. The façade of the vertically boarded building is occupied by a pair of wood panel doors with four lights in the upper half of each door. Attached to the rear of this shed is a larger shed-roofed, vertically boarded building dating from about 1949 with a deep eave, which overhangs the small shed in front. The single bay is occupied by a large single light picture window flanked by narrow 2/2 windows. To the east of this building is a large 1½-story, three-bay, gable-roofed building dating from the late 1970s, with three rectangular skylights situated in the roof above each bay. The three bays are occupied by large commercial-style display windows of paired lights. The vertically boarded building is connected to the earlier buildings by a small, one-story, gable-roofed ell with a commercial-style aluminum and plate-glass door underneath a gable-roofed porch supported by narrow posts. To the west of the original 1949 buildings are two wood-frame, vertically boarded buildings with metal roofs constructed in 2005.

Filling stations and automotive garages were natural businesses to locate in South Middleborough, given the volume of summer traffic through the community. **Roy's Garage (ca. 1935), 581 Wareham Street**, is a 1½-story, gable-roofed, concrete-block, commercial garage. The western bay is occupied by a large 20-panel, commercial-style overhead garage door with two horizontal rows of four lights each. To the right is an entry flanked by a large plate-glass window to the left and paired 1/1 windows to the right. A large arched false front extends above

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 16

the first floor and conceals the building's gable. On the west elevation are four large, industrial-style, metal-frame windows.

Two additional **commercial garages (1933, ca. 1950), 576 Wareham Street** are situated in the rear of the Benson-Mostrom House. The earliest dates from ca. 1933 and is a 1½-story, wood-frame, wood-sided building of two bays. The eastern original bay is now occupied by a large show window consisting of four lights, while a modern aluminum-panel door with diamond-shaped lights in the upper half is situated in the western bay. A 6/6 double-hung sash window is located in the gable. Immediately to the east is a second larger garage dating from about 1950. The façade of this 1½-story, four-bay building consists of an entry of a glass and wood-frame door and a 16-panel metal overhead garage door with a horizontal row of four lights flanked by 2/2 double-hung windows.

Two restaurants were constructed at this time to take advantage of the traffic that passes through South Middleborough bound for the Cape. **"Pete and Muriel's" Restaurant (1956-57, rear addition 1966) (Photos 48, 49) 578 Wareham Street**, is a 1½-story structure with a prominent pyramidal roof with deeply overhanging eaves. The peak of the roof was originally capped by a small decorative cupola and has since been altered somewhat to create a small gable effect upon the ridge. The façade consists of a band of four large commercial-style windows. On the west elevation is located the entry beneath a shed-style porch, which was added sometime in the 1970s. To the rear is a two-story, gable-roofed, wood-frame addition dating from 1966. The building is synthetic-sided. The second is the **"White and Gold House" (ca. 1958), 544 Wareham Street**, which was originally built as a restaurant and named for its exterior color scheme. The structure has since been covered to residential use in the late 1960s and is a one-story, ranch-style house of three bays, with wide three-light windows occupying the two eastern bays and a metal panel door and small decorative octagonal window occupying the western bay. A small, one-story, gable-roofed ell extends from the east end of the building which is vinyl sided.

In addition to these commercial buildings, two municipal resources were constructed in the immediate postwar period. The **South Middleborough Fire Station (1955-57) (Photo 36), 566 Wareham Street**, is most noted for its fieldstone walls, a feature apparent elsewhere in a number of South Middleborough structures, including the South Middleborough Grange Hall (1916) and the dividing wall between Sisson's Diner and the South Middleborough Methodist Church (1927). The station is a three-by-four bay, one-story structure. The façade (north elevation) is occupied by three large bays. The two easternmost bays remain in use to house engines and contain modern aluminum, sectional overhead garage doors with six large lights. The western bay, originally utilized for fire equipment as well, has since been enclosed, two tripartite modern windows have been installed, and the building synthetic sided. The gable contains a tripartite window with 8/8 double-hung sash and an outlet ventilator at the gable peak, and is synthetic

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 17

sided. The east and west elevations each incorporate a series of four coupled 1/1 windows directly under the eaves. A large exterior fieldstone chimney with an arched chimney cap is situated upon the north end of the roof ridge, having been installed some time after the building was completed. To the rear of the fire station is located a small pavilion (ca. 1955). The simple open structure consists of an asphalt-shingled gable roof supported by ten log posts with diagonal bracing. Nearby is the Mary Wallen Memorial Park (late 1950s), Wareham Street, an approximately one-acre parcel of woodland covered with white pine and scrub oak, which slopes upward from Wareham Street and is situated between the Fire Station and the Grange Hall.

Mid 20th -Century Houses

Mid 20th-century development consisted primarily of infill development, with residential construction filling remaining lots between older existing houses primarily on Locust and Spruce Streets. The most frequent style was that of the modified Cape.

The Everett W. Collins House (early 20th c.), 11 Spruce Street, is a three-bay, Cape-style house. The façade consists of a central entranceway, flanked by large 6/6 double-hung sash windows, with a shed-style dormer with single 6/6 double-hung sash window occupying the center of the east roof slope. The house is sheathed in wooden clapboards. The building may be an older building, which was converted to residential use about 1941.

Further south on Spruce Street is the Alden D. Wilbur House (1940-41), 27 Spruce Street, also a 1½-story modified Cape. The façade of the three-by-two bay house consists of paired 6/1 double-hung sash windows flanking a central entry of a modern aluminum panel door with a semi circular light at the top framed with three narrow lights on either side. A small interior brick chimney stack pierces the roof ridge on the east side of the house. A small, one-story, gable-roofed ell extends from the east end of the dwelling, and has a single set of paired 6/1 double-hung sash windows located on its façade. The house, the last residential dwelling planned at South Middleborough prior to World War II, rests upon a fieldstone foundation, is vinyl sided, roofed with asphalt shingles.

In the spate of building that followed the war, numerous residential buildings were constructed locally, including four within the district, as infill housing on vacant lots between older properties. The earliest among these is the Bump-Collins House (ca. 1948), 26 Spruce Street, a 1½-story, modern, four-by-two bay Cape, which rests upon a poured concrete foundation. The façade consists of one set of paired 6/6 double-hung sash windows and an entry of a modern aluminum panel door flanked by single 6/6 double-hung sash windows. A brick exterior chimney stack is situated on the house's eastern elevation. The building is aluminum sided.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 18

The Melville T. Matthews House (1949) (Photo 4), 10 Locust Street, is a two-bay Cape-style house atop a poured concrete foundation. The Locust Street façade consists of two pairs of 6/1 double-hung sash windows, with a shed dormer located in the roof above, in which are situated two pair of smaller 6/1 double-hung windows. An interior brick chimney pierces the center of the roof. The south elevation consists of paired 6/1 double-hung sash windows and a small, one-story, shed-roofed enclosed entrance porch resting on a cinderblock foundation, with two four-light louvered windows on the east elevation and three four-light louvered windows and entry on the south elevation. The porch is not original. Located behind the porch is a 1½-story, gable-roofed ell.

Across Locust Street stands the William L. Greeley House (1950-1951), 9 Locust Street, a three-by-three bay, Cape-style dwelling set upon a concrete block foundation. The façade (west elevation) consists of a central entry flanked by 1/1 double-hung aluminum-framed sash windows with coupled 6/6 and 1/1 double-hung sash windows occupying the remaining two bays. A large front gable-roofed porch extends from the central portion of the façade, and is supported by four turned wooden posts. A rubblestone chimney shaft pierces the roof on the west slope, and a front single-bay, gable-roofed garage is attached.

Also from the period is the modified Dutch Colonial Roy B. Horton House (ca. 1950), 581 Wareham Street, a two-story, three-bay house with a modified gambrel roof, having a gambrel roof in front and a shed roof in the rear. The central bay is occupied by a metal panel door and is flanked by paired 1/1 double-hung sash windows to the left and a large picture window with a single central light and narrow 1/1 sidelights to the right. Two large but shallow gambrel-roofed dormers project minimally from the roofline above. In each are situated paired 1/1 double-hung sash windows. An exterior brick chimney is situated on the east end of the house and a one-story, gable-roofed entry addition and semi-hexagonal bay window are located on the west end of the house. The house is wood shingled, with an asphalt shingled roof.

Though used as a residence since the mid 1950s, the Winifred Perry House (ca. 1952), 554 Wareham Street, may originally have been used for commercial purposes. It is a two-story, gable-roofed, three-bay structure with fenestration consisting of a tripartite window of 1/1 double-hung sash and two other double-hung sash windows, also 1/1. An open porch with a prominent gable roof and small oval-shaped decorative window extends across the façade, and is supported by five narrow square posts between which are hung simple wooden rails and square balusters. Fenestration on the second floor consists of two aluminum-framed, two-light, sliding glass windows. On the east end of the building is a shed-roofed entry addition with a metal-panel door with nine lights in the upper half. The building is wood-shingled with an asphalt shingle roof and an interior brick chimneystack pierces the middle of the back roof.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 19

CONTRIBUTING OUTBUILDINGS

Contributing outbuildings in the district range from large barns constructed from the late 18th through the early 20th century, which are reflective of the district's agricultural roots, to small garages dating from the early and mid 20th century, which document the transition to a community economically dependent upon the automobile.

Undoubtedly the oldest barn is the Parsonage Barn (late 18th c.) (Photo 12), 16 Spruce Street, with its mortise-and-tenon construction. The façade of the two-bay, gable-roofed, English-style barn consists of a large vertically boarded, overhead-track sliding barn door in the western bay and a similar, though smaller, door in the eastern bay that is flanked by two 2/2 double-hung sash windows. The barn is wood-shingled and roofed with asphalt shingles.

Slightly later is the one-story, three-bay, wood-shingled, gable-roofed, English-style Hunt Barn (19th c.) (Photo 2), 6 Locust Street, located upon the property to the northwest of the house. A diagonally boarded, wooden, overhead-track sliding door occupies the central bay, and is flanked by 6/6 double-hung sash windows. The tin batten-style roof is capped with a wood-framed ventilator with wooden louvers and an asphalt/composite-shingled pyramidal hipped-roof situated upon the roof ridge. Similar to the Hunt Barn is the large Smith-Wallen Barn (19th c.) (Photo 21), 36 Spruce Street, which stands to the southeast of the Smith-Wallen-Ryder House. The barn, a large, one-bay, gable-roofed, English-style barn, is wood shingled with a large vertically boarded wood sliding door with a transom of twelve small lights above. Early photographs reveal a ridge-line ventilator, which has since been removed. Nearly adjacent is a small, one-story, wood-shingled, gable-roofed, single-bay shed (19th c.), 36 Spruce Street with inward swinging, vertically boarded doors, probably originally used in conjunction with the barn for an agricultural purpose.

Two horse barns from the mid 19th century are the Sears Barn and the Clark Barn, both situated on Spruce Street. The Sears Barn (mid 19th c.) (Photos 14, 15), 21 Spruce Street, is a 1½-story, gable-end, two-bay, wood-shingled barn. A large carriage bay occupies the eastern bay, while an entry consisting of a vertically boarded wooden door is situated in the western bay. A 2/2 double-hung sash window is situated in the gable peak. Closely resembling it in design is the 1½-story, two-bay, gable-end Clark Barn (mid 19th c.), 28 Spruce Street, that rests upon a fieldstone foundation to the southeast of the James M. Clark House and Store. A large vertically boarded, overhead-track sliding door occupies the northern bay, 1/1 double-hung sash windows occupy the remaining bay and the gable peak. The structure has overhanging eaves. Twin concrete slab strips connecting the barn entrance with Spruce Street indicated that the barn was later used as a garage to house an automobile. In 2005-2006 the barn was remodeled, at which time vinyl siding was installed over the earlier wood siding and the original 2/2 gable window and 6/6 first floor

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 20

window were replaced. Similar in style is the smaller Feltch Barn (late 19th c.), 573 Wareham Street, a 1½-story, vertically boarded, gable-end barn with two carriage bays with modern, metal-paneled, overhead garage doors with a band of six lights running midway across each door. A 6/6 double-hung sash window is situated in the gable peak. To the rear is a one-story, gable-roofed, wood-shingled addition with two large 12-light windows located on its eastern elevation.

Located to the southwest of the Sisson House is the 1½-story, four-bay, side-gabled, wood-shingled Sisson Barn (late 19th c.), 1 Locust Street, of which the southern two bays are occupied by entries with modern, wood-paneled, sectional overhead garage doors with central bands of six lights and the northern two bays occupied by entries with half-glass, wood-paneled, outswinging, vertically paneled doors with eight lights in the upper half of each door. The northern end of the barn may not be original, as the bay is not contiguous with the rest and is constructed at a higher level as well, being situated on a slight rise of land. A one-story, shed-roofed addition is attached to the rear.

Of later vintage is the Barn (early/mid 20th c.), 31 Spruce Street, now occupied as a riding stable. The 1½-story, pyramidal-roofed, five-bay barn has vertical-board batten siding. The bays are occupied from east to west by a 1/1 window, a large carriage bay entrance with a vertically-boarded barn door with a large square central light, a 1/1 window, a former entry now closed off, and a 1/1 window. Above is a large, hip-roofed, wood-shingled dormer with a pair of nine-light casement windows. On the east end of the barn is a one-story, shed-roofed addition. On the west end is a one-story, hip-roofed addition.

Also reflective of the district's mid 20th-century agricultural past are the 1½-story, side-gable, three-bay Smith Barn (20th c.), 577 Wareham Street, with wide windows covered with wooden louvers flanking a central entry, and the two wood-frame Williams Greenhouses (mid 20th c.), 566 Wareham Street, which are covered with plastic sheeting, but are now in disrepair. Nearby stands a one-story, shed-roofed, wood-sided outbuilding with an exterior concrete block chimney stack, the heating plant for the greenhouses.

Ironically, for a community which was transformed in the second quarter of the 20th century by the automobile, South Middleborough had initially been resistant, if not hostile, to innovation. A number of extant small wood-frame garages dating from the 1920s and later, however, reveal the growing acceptance of, and dependence upon, personal automobile ownership during this time. Among them are the Smith Garage (1920s), 9 Spruce Street, a one-story, gable-roofed, wood-sided, single-car garage with a pair of paneled outswinging garage doors with ten lights in the upper half of each standing in the rear of the Chester E. Smith House; the Hunt Garage (early 20th c.), 6 Locust Street, a small, pyramidal-roofed, wood-frame, single-car building with a set of vertically boarded outswinging barn doors in the single bay façade and 2/6 and 6/6 double-hung

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 21

sash windows set in the two-bay north elevation standing just north of the Hunt Barn; the Feltch Garage (early 20th c.), 571 Wareham Street, a 1½-story, gable-roofed, wood-shingled, single car garage with vertically-boarded outswinging doors with a single small window and simple Tudor-style trim in the gable and a chimney stack at the rear; the Matthews Garage (ca. 1950), 10 Locust Street, a 1½-story, gable-roofed, single-car garage which has single-story shed-roofed additions flanking the central car bay; and the Collins Garage (mid 20th c.), 11 Spruce Street, a single-car, one-story, gable-roofed building with a metal rolling overhead door.

Two additional garages in the district have been converted from their original use. The Ryder Workshop and Garage (1920), 33 Spruce Street, is a square-planned, two-by-two bay, pyramidal hip-roofed structure standing to the northwest of the Clarence Ryder House. The façade (east elevation) consists of two large automobile bays, the northern bay occupied by a modern sectional wood-paneled overhead garage door with six lights, and the southern bay by double-leafed, vertically boarded, outswinging doors. The south elevation consists of coupled 2/2 windows in the east bay and an entry in the west bay. The building was later used as a workshop. More substantial was the alteration of the Braleley Garage (1922), 22 Spruce Street, originally a small single-car garage constructed by South Middleborough contractor Clarence H. Ryder, which has since been converted to use as a small cabin. Attached to the front of the building is a small shed-roofed enclosed entry, beside which is located a projecting picture window consisting of a central 20-light window flanked by a 1/1 double-hung sash window. The building is wood shingled and has a deeply overhanging pyramidal roof.

Such small cabins may have been used to cater to overnight travelers in the 1920s and 1930s. A similar cabin (early 20th c.) at 567 Wareham Street is located in the rear of the Old Stone House. The cabin is a small, 1½-story, wood-frame, cross-gabled building. The central gable is occupied by a 6/1 double-hung sash window and paneled wooden entry door above, in which is located a diamond-shaped window with an unusual diagonal muntin in the steeply pitched gable. In each of the two small wings is located two pair of casement windows of 16 lights each. The building is wood shingled.

NONCONTRIBUTING BUILDINGS

The thirteen noncontributing buildings in the district consist nearly entirely of mid to late 20th-century infill residential or commercial construction located on the west side of Spruce Street. Located at 13 Spruce Street (2006) is a five-bay modified Cape, the façade of which consists of an entry with an aluminum panel door with a band of four small lights at the top surrounded by a simple wood frame and flanked on each side by two 6/6 double-hung aluminum-framed sash windows. At 17 Spruce Street (1972) is a one-story, vinyl-sided, wood-frame ranch style home with modern aluminum-framed windows and a front gable roof on the south end of

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 22

the dwelling. Next door is 19 Spruce Street (1965), a one-story wood-frame ranch dwelling with two front-gable projecting ells. At 5 Locust Street (1994) and 29 Spruce Street (2005) are two-story, wood-frame, raised ranch houses of four bays. The former has a prominently overhanging second floor with a façade of two 1/1 double-hung, aluminum-framed sash windows and a projecting picture window comprised of two narrow 1/1 windows on either side of single large central light, flanking a recessed entry. At the basement level are two 1/1 double-hung, aluminum-frame sash windows and a set of paired 1/1 windows on either side of the entry. A small skylight is situated on the asphalt-shingled roof. The house at 29 Spruce Street has 6/6 double-hung sash windows in the right bays, and a triple window of 6/6 double-hung sash to the left of the recessed entry. At 34 Spruce Street (1960), a four-by-two bay wood-clapboarded and shingled ranch-style house is set on a poured concrete foundation. Representative of the many mobile homes established in the neighborhood during the 1960s is 579 Wareham Street (1965), a mobile home with an entry underneath a metal awning flanked by a three-light aluminum frame window and a small two-light aluminum frame window. On the east end is a large gable-roof addition, with a set of paired four-light louvered windows to the left and an enclosed porch to the right, with four large louvered glass windows extending to the floor. Located at 554 Wareham Street (2008) is a large, two-story, wood-frame, gable-roofed residential garage with two bays. The building is vinyl sided.

Noncontributing commercial resources consist of two horse barns and three metal commercial garages. The barn at 31 Spruce Street (late 20th c.) is a large, gable-roofed, industrial-type, metal building. Nearby is a barn (mid 20th c.) at 21 Spruce Street, which is a one-by-two bay, wood-frame, gable-roofed, vertically boarded building with an overhead garage door occupying the façade and two 6/1 windows in the east elevation. Attached to the rear is a shed-roofed addition on the east side of which is a vertically boarded entry door. Also situated to the rear of the properties on Spruce Street are two large metal commercial garages at 15 Spruce Street (ca. 1960, 1986). The oldest is a 1½-story, metal, gable-roof, five-bay building with a facade consisting of a central entry flanked by windows and a metal gable-roofed hood over the entry, with two three-light windows situated above. An industrial-type light hangs off center in the gable peak, and there is a shed-roofed addition on the north side with large commercial-style plate glass windows. The later garage is a one-story three-bay metal garage with three large commercial-type, rolling overhead doors and a metal gable roof. Another commercial garage at 575 Wareham Street (late 20th c.) is located behind the Witham-Boutin House and is a large synthetic-sided garage set upon a concrete slab foundation with five garage bays occupied by metal overhead garage doors. The saltbox-style roof is asphalt shingled and has a prominent overhanging eave across the building's façade.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 23

LOSSES SINCE 1959

Losses within the district since 1959 have been minimal, largely as a consequence of the economic downturn following the construction of MA Route 25, which opened in 1966 as a high-speed route to Cape Cod superseding Route 28 (Wareham Street). With the opening of the new highway, which bypassed South Middleborough completely, business within the district dropped off markedly, leaving little incentive or money to develop new properties at the expense of existing resources. The single loss appears to have been the small, one-story, gable-roofed portion of the Winifred Perry House at 554 Wareham Street, which served as Middleborough's first motel. Constructed sometime in the early 1950s, the motel was of very basic wood-frame construction and sat upon a poured concrete slab. Accommodations provided were simple, and this fact as well as the limited space for expansion, undoubtedly led to the closure of the business and the ensuing demolition of the motel wing in the 1960s or early 1970s. More notable was the loss of the historic Stillman Benson House, which stood immediately adjacent to the district's eastern boundary at 582 Wareham Street. A five-by-two bay, hipped-roof, two-story, Federal-style house, with attached ells and an ornate mid-Victorian hood over the front center entrance, the Stillman Benson house was a noted landmark and a resource closely connected with the mid 19th-century development of the community. It was demolished in 2001.

Archaeological Description

The town of Middleborough is located in the coastal plain of southeastern New England, an area recognized for its high density of ancient Native American sites. While 233 Native sites are known in the town, no sites have been identified in the district, and only six sites are known in the general area (within one mile). Many of the Native sites known for Middleborough are the result of a 1991 inventory of ancient sites, in which information pertaining to artifacts and locational information for sites were collected. Much of the information was old, based on the recollection of collectors and family members. Information on site type and function was often based on limited numbers of artifacts and speculation. Native sites dating from the Middle Archaic through Late Woodland periods were identified during the 1991 survey. Early Archaic sites have also been identified in the town. While most site types have been identified, smaller, short-term campsites with low density and low artifact diversity may be characteristic of potential sites in the district. Larger habitation type-sites with high density and diversity of artifacts may be more common in areas of town near rivers, ponds, and swamplands. Paleoenvironmental reconstruction should play an important role in locating potential sites in Middleborough, since many swamplands today may have been open bodies of water during the Late Archaic Period and earlier.

Environmental characteristics of the South Middleborough Historic District represent locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of ancient

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 24

sites. The district is located on a well drained, level to moderately sloping outwash plain, in close proximity to wetlands. An unidentified stream and wetland is located within 1,000 feet of the northwestern district boundary. A swampland is also located within 1,000 feet west of the extreme southern portion of the district. The district lies within the Buzzard's Bay drainage. The Taunton River drainage lies less than one mile to the west. Given the above information, the large size of the district (approximately 88 acres), the extent of historic period development, and known regional patterns of Native American settlement, a moderate potential exists for the recovery of significant ancient Native American resources in the district. The potential for locating ancient resources should be the highest along the western district boundary and in the southern part of the district, where open space is present.

A high potential exists for locating historic archaeological resources within the district. Eighteenth through 20th century institutional, religious, industrial, and residential-type sites may exist in the district, although most potential sites have yet to have their locations and integrity verified. Many potential historic archaeological sites may be concentrated around the junction of Wareham and Locust Streets, the mid 18th- through 20th-century focus for the South Middleborough settlement. No historic archaeological sites are recorded in the district or in the general area (within one mile). Structural evidence may survive from the Spruce Meetinghouse (1774), also known as the South Middleborough Church, razed in 1841 prior to construction of the extant South Middleborough Methodist Church. Similar evidence may survive for an earlier school located on Wareham Street near Pine Street, replaced by the extant South Middleborough School (1882).

Structural evidence may also exist from the Gammons and Hunt Lumber Mill at the junction of Wareham and Pine Streets, destroyed by fire in 1924 and not rebuilt. Archaeological evidence of two Benson family sawmills may also survive in the district. Stillman Benson built Middleborough's earliest and largest sawmill in the early 1850s on Spruce Street near the Cape Cod Branch Railroad Line. The mill burned in 1859. Benson raised a new mill in 1859 on the south side of Wareham Street at the site now occupied by the Benson-Mostrom House (1917). Structural evidence may also exist for the Nathaniel Sears South Middleborough shoe factory destroyed by fire in 1859, and the original site (closer to the road) of Sisson's blacksmith shop at 1 Locust Road. The location of the Sears shoe factory is uncertain. Local tradition places the shoe factory near the earlier Benson Mill around the original South Middleborough railroad depot.

Structural evidence may also exist from 18th, 19th, and 20th century residences located in the district. During the first half of the 18th century, the original settlement locus of South Middleborough began shifting from Fresh Meadows at the Weweantic River to the west, in the vicinity of Wareham and Locus Streets in the district. The latter settlement shift indicates that potential 18th- century residences and/or sites should exist; however, no historic archaeological

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 7 Page 25

sites and only one extant residence, the South Middleborough Baptist Parsonage (ca. 1773) is known. Potential 19th- century residential sites may be more common in the district. Known farmsteads and residences include the Smith Homestead at the site of the Tripp House at 31 Spruce Street, and the mid 19th-century Stillman Benson House destroyed by fire in 2001 at 582 Wareham Street.

Structural evidence of barns, stables, outbuildings, and archaeological evidence of occupational-related features (trash pits, privies, wells) may survive in the district with institutional, religious, industrial, and residential-type sites and extant buildings.

Unmarked graves, outbuildings, and trash deposits dating from the 18th through 20th centuries may exist at the South Middleborough Cemetery. While the cemetery was established in 1768, it was not incorporated until 1893. Prior to ca. 1929, no plan of the cemetery or any record of the place of burials is known. As a result, the Cemetery Association voted to discontinue the sale of lots. The sale of grave lots resumed in the mid-20th century after cemetery expansions in 1946 and 1954. Given that, the presence of over 200 grave markers, lost gravestones, deteriorated markers, and local burial practices involving paupers, unknown persons, and other indigents, unmarked graves, and disturbed burials may be common at the South Middleborough Cemetery. Prior to 1929, burial excavations often resulted in overlapping burial lots and the disturbance of earlier graves. Post holes and other evidence of boundary markers may exist at the cemetery. Structural evidence of barns, stables, and evidence of trash deposits and mortuary-related artifacts might also exist.

(end)

South Middleborough HD

Name of Property

Plymouth, MA

County and State

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

(Explain the significance of the property on one or more 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 # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMERCE

ENTERTAINMENT/RECREATION

SOCIAL HISTORY

TRANSPORTATION

Period of Significance

1768-1959

Significant Dates

1768 (cemetery established), 1848 (railroad built)

1897-1904 (Wareham St. reconstructed)

1926 (Clark's Corner bypass opened)

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Primary location of additional data:

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

Name of repository: _____

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 1

STATEMENT OF SIGNIFICANCE

Summary

The South Middleborough Historic District retains integrity of location, design, setting, materials, workmanship, feeling, and association, and is eligible for listing in the National Register of Historic Places under Criteria A and C at the local level in the areas of architecture, commerce, entertainment/recreation, social history, and transportation.

The district meets Criterion A for its association with South Middleborough's 18th- through 20th- century institutional development, 19th- century development as a lumber and milling center, and 20th- century commercial and transportation development. Under Criterion C, the district is significant as a collection of architectural resources embodying both distinctive and typical examples of various architectural styles ranging in date of construction from ca. 1750 through the mid 20th century. The contributing properties form a cohesive and intact cluster of historic resources and retain the appearance of a small late 19th- century village with an early and mid 20th- century commercial overlay. The extant commercial resources provide Middleborough's best remaining example of the impact of early and mid 20th- century automobile-related commercial development.

One of several villages that comprise the town of Middleborough, South Middleborough is located nearly at the extreme southeastern corner of the town, near Carver, Wareham, and Rochester. The designation "South Middleborough" historically has been used interchangeably to refer to both the village of South Middleborough centered upon the junction of Locust Street with Spruce and Wareham Streets, as well as the entire southern portion of the town, an area including the Highlands, Frances, Mad Mare's Neck, and Rock Village.

During the Contact (1500-1620) and First periods (1620-1675), though South Middleborough's Native population was minimal, English exploration of the area was limited. Residential growth occurred along the west bank of the Weweantic River at an area known as Fresh Meadows, a few miles east of modern South Middleborough, following the division of the South Purchase in the 1690s. The community became a center of Baptist activism within the area (in distinct contrast to the Congregational-dominated Middleborough Center) and become the home of the Third Baptist Church in the mid 18th century, at which time the locus of settlement came to reside near the present intersection of Locust and Spruce Streets. Denominationally distinct and geographically distant from Middleborough Center, South Middleborough would cultivate an historical tradition of independence. Mid 19th-century economic growth followed the arrival of the Cape Cod branch railroad in 1848, during which time South Middleborough developed as an agricultural community dominated by the extensive production and milling of lumber. The surviving architectural legacy of the industry includes several 19th- and early 20th-century houses associated

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 2

with mill owners and operatives, as well as the church, school, and stores which they attended and patronized.

Later, the decline of lumbering in the first two decades of the 20th century would be followed by the most significant period of development within the district, a result of the reconstruction of Wareham Street and its designation as MA Route 28, one of two roads linking Boston with summer resorts on Cape Cod. With the rapid growth in the number of automobiles passing through South Middleborough, the community's economic attention became focused upon the provision of businesses and services to motorists who passed in large numbers through the village in the years surrounding World War II enroute to tourist destinations on Cape Cod. Extant resources associated with this development include two filling stations, two commercial garages, a number of roadside stands, a diner, and two other restaurants.

Development to 1848

South Middleborough initially developed as the community of Fresh Meadows along the west bank of the Weweantic River following the initial division of the South Purchase in the early 1690s, with English settlers being attracted by the naturally occurring meadows located in the vicinity. There they established homesteads as well as routes of transportation linking Plymouth with New Bedford.

The first 150 years of Middleborough's settlement witnessed the development of a conservative religious and social ethic as the community developed as a center of Baptists activism separate from the Congregationally dominated center of Middleborough, then located at the Green. This denominational difference, coupled with the distance between Middleborough Center and South Middleborough, would foster at South Middleborough a long-lived tradition of conservatism, both political and social, which would distinguish it from Middleborough Center, which historically would be more diverse, more liberal, more industrialized, and more commercialized.

South Middleborough's early separateness, however, also encouraged an historic spirit of independence, individuality, and self-reliance first seen tangibly in the foundation there of a distinct and independent church, the Third Baptist Church of Middleborough, and the community's subsequent designation as a poll parish. Self-reliance and independent community action came to be deeply held values at South Middleborough, and are reflected in recent history there, as evidenced by the 1938 establishment of the Precinct Three Improvement Association, the creation of the South Middleborough Protective Association in 1945, and the completion of an addition to the South Middleborough School in 1952-1953.

During the first half of the 18th century, the original settlement locus of South Middleborough began shifting from Fresh Meadows to the vicinity of present-day Wareham and Locust Streets,

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 3

land largely owned by Consider Benson, an early leader of influence within the community. Here were established a cemetery (1768), parsonage (ca. 1773), church (1774), and schoolhouse, providing institutions that anchored a new community center. However, conflict within the original Baptist Church between its minister Ebenezer Jones and a group of parishioners led by Consider Benson, resulted in several years of turmoil within the newly relocated community.

One significant outcome of this conflict was the construction of the South Middleborough Baptist Parsonage (ca. 1773) (Photo 11), 16 Spruce Street and the parsonage Barn (late 18th c.) (Photo 12). Following the community's discord with Rev. Jones, which had been triggered by what Jones felt to be the inadequacy of the community's financial support for the ministry, efforts were undertaken to obviate this as a source of potential conflict with the creation of a ministerial lot of land which would be devoted exclusively to the support of the local Baptist ministry. In 1773, Consider Benson, James Shaw, and Ebenezer Hackett purchased a 45-acre lot on behalf of a group of 46 individuals from Middleborough, Carver, Rochester, and Wareham, and the parsonage constructed thereon. However, with the departure of the Baptists for Rock Village in January, 1795, the location of the ministerial lot was considered too inconvenient, the parsonage and barn were abandoned and ownership reverted back to the original group of 46 purchasers. Ultimately the property was acquired by the First Reformed Methodist Society of Middleborough for renewed use as a ministerial farm and parsonage. In 1867, the Methodist Society purchased the nearby Sears House for use as the South Middleborough Methodist parsonage and sold this house to Olive B. Shaw (1836-1927), the wife of E[li]kanah] Howard Shaw of Carver in 1867, who in 1900 served as the local mail carrier. Shaw's son, Henry H. Shaw (1856-1942) was engaged in a number of occupations, including that of produce dealer and livery stable operator, running his business from the Parsonage Barn during the late 19th century. Henry H. Shaw's son, Arthur B. Shaw, later owned the house.

Further anchoring this area as the new village center of Middleborough was construction of the so-called Spruce Meetinghouse in 1774, a school of unknown date, and establishment of the South Middleborough Cemetery (1768) (Photo 35), 565 Wareham Street, upon land provided by Consider Benson and others. The oldest recorded burial is that of Joseph Harris, who died on November 21, 1771. In 1893, the cemetery was incorporated. In 1923, the Cemetery Association undertook construction of the South Middleborough Cemetery Receiving Tomb (1923-24), which, from its inception as a proposal in 1907, took 17 years to accomplish, largely due to the dearth of funds. In 1929, the Cemetery Association voted to discontinue the sale of lots. "Due to the lack of any plan of the cemetery or any record of the place of burials, it often happened that lots overlapped and some of the earlier graves were disturbed." Gifts of land by Mrs. Florence A. (Hunt) Williams of South Middleborough in 1946 and 1954, however, allowed the cemetery to expand.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 4

The development of the new village center attracted residents anxious to be near both church and school. A number of houses were constructed in the vicinity of the church including the **Smith-LeBaron-Hunt House (ca. 1800) (Photos 2, 3), 6 Locust Street**. This house has connections to three of South Middleborough's noteworthy families: the Smiths, LeBarons, and Hunt-Williams. The original owner appears to have been Israel Smith, who farmed the property which extended northwards to the South Middleborough Parsonage and whose family later became prominent in the development of nearby Rock Village in Middleborough. The Smiths were succeeded as owners by Cyrus LeBaron (1808-1897), who owned and resided in the house between 1840 and 1888. That year, Charles E. Hunt (1865-1942) purchased the house and surrounding property which he operated as a dairy farm for nearly 50 years (1888-1936), using the existing rear ell of the house for a milk room and housing his herd in a barn (no longer extant) which stood to the rear of the **Hunt Barn (19th c.), 6 Locust Street**. Hunt was also a lumber mill owner, operating the Gammons and Hunt mill with partner Ephraim H. Gammons of South Middleborough. There was little distinction between the position of mill owner and mill operative in South Middleborough's lumber mills, and Hunt was frequently engaged as the chief engineer in his mill that was located near Houdlett's Corner (the junction of Wareham and Pine streets) just east of the district. The mill, the last active lumber mill on Wareham Street, was destroyed by fire in 1924, at which time Hunt chose not to rebuild. Following this, Hunt remained occupied with his dairy business that he sold in May, 1936, and retired. Since that time, the house has been occupied by the family of Hunt's son-in-law, Harold A. Williams (1892-1964).

Another house built in the early years of South Middleborough's development is the **Smith-Wallen-Ryder House (ca. 1803)(Photo 20), 36 Spruce Street**, which appears to have been built by Caleb Maxham [Maxim], Jr., who acquired the property at the corner of Spruce and Locust Streets in that year and eventually established a 20-acre homestead. Maxham worked as a cordwainer, locating a shop as early as April, 1803, on the property and producing shoes for his South Middleborough neighbors. In 1823, the property was acquired by Chandler R. Smith (ca. 1797-1887), the son of Revolutionary War patriot Samuel Smith, with the elder Smith occupying the house following 1830. It was undoubtedly here that Samuel Smith produced his *Memoirs of Samuel Smith: A Soldier of the Revolution (1776-1786)*, which was first published in Middleborough in 1853. Smith's son, Chandler R. Smith, would eventually become prominent in the community as an entrepreneur, operating a mercantile store and entering into a partnership with Stillman Benson. The house was later occupied by Smith's son-in-law, Zalmon T. Wallen (1835-90), operator of a billiard hall in 1890 at Middleborough, and son of Jacob Wallen, a one-time pastor at South Middleborough. Following Zalmon's death, the house was occupied by his son, Frank Wallen (1859-1930), who served as the South Middleborough station agent from 1876 until his retirement in 1922. Wallen's widow, Mary, occupied the home until her death in the early 1950s, during which time she sold land for the site of the South Middleborough Fire Station.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 5

Romaine's *History of the Town of Middleboro* recounts that the middle portion of the "**Stone House**" (1828) (Photo 38), 567 Wareham Street was reportedly built by a "Mr. Manning, a man of Dutch descent" who "disappeared from the community" shortly thereafter. Lorenzo Sturtevant added the wings on either side of Manning's house, but apparently ran out of funds, as they were left roofless. Stillman Benson completed the house, coating the stone walls with white plaster and adding a decorative red bargeboard along the eaves. The first family to actually reside in the house was that of Calvin M. Gammons, and the house was subsequently owned by his son Ephraim and granddaughter Jennie M. (Gammons) Phillips who rented portions of the "Stone House" as tenements to local residents. In April, 1932, she sold the house to Mrs. Katherine W. Allen of Northbridge, MA, who operated a restaurant there in 1934 known as The Old Stone House Tea Room. The property was acquired in 1935 by Harold A. Congdon, Jr., of Clinton, MA, and his wife Ruth A. Congdon, who operated a restaurant and overnight camp and also retailed gasoline to passing motorists bound for Cape Cod. In June, 1946, following the war, the Congdons sold the property to Anna B. O'Grady of East Taunton, who conducted an antique business there and who was succeeded in that by Alexander B. Davies in 1954.

Growth in the community's spiritual life during the antebellum period is represented by the construction of the **South Middleborough Methodist Church (1841, remodeled 1874-75, 1879, 1929-30) (Photo 32), 563 Wareham Street**, built upon the site of the original South Middleborough church known as the Spruce Meetinghouse, which had been erected in 1774.

The Reformed Methodist denomination was established in 1814 by Elder Pliny Brett who felt the established Methodist Church to be in dire need of reformation. In 1825, a Reformed Methodist Congregation was established at South Middleborough and began holding services in the abandoned Spruce Meetinghouse, which had not seen regular use since the 1795 relocation of the Third Baptist Church to nearby Rock Village, engaging its own ministers for that purpose. The years immediately following the establishment of the church witnessed a local religious revival, sparked by Brett's preaching in 1827. Following Brett, Rev. Uriah Minor preached from 1830 through 1835, followed by Theophilus Brown, pastor from 1841 to 1858.

With Brown's arrival, the Spruce Meetinghouse was razed in 1841 and the present church building erected in its stead. Despite the absence of records between 1848 and 1868 (Weston comments that "there seems to be no history of it until 1868"), the church appears to have been active. Both Parley Brown and Jacob Wallen are listed as Reformed Methodist ministers resident at South Middleborough in 1855, when the local *Nemasket Gazette* being "informed by Rev. Mr. Marks in So. Middleborough", that some 20 of his Congregation have recently indulged hopes and the interest still continues." The congregation may have had difficulties attracting Reformed Methodists as preachers, for Marks was followed in the 1850s by a "clergyman of the Christian Baptist denomination," Rev. E.W. Barrows, who settled in the community to which he ministered for several years. Barrows had formerly held a pastorate at Lakeville which had experienced "a

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 6

pleasant revival, and quite a number of persons professed conversion." Barrows witnessed a similar, though smaller, revival at South Middleborough, baptizing five candidates on June 20, 1858. It was recorded at the time that "prosperity and peace attend the society at the S[outh] M[iddleborough] Chapel. Mr. Barrows is held in high esteems by the people, as a worthy, efficient, and sound teacher of Christianity." Under Barrows' influence, the religious revival was still manifest in September, 1858. At the time, the church had some 45 members and a congregation numbering between 150-200. Additionally there was a large choir "that sang with such spirit," a Sunday School and an "efficient" Ladies Sewing Circle – activities which provided an important social outlet for the community.

Significantly, also during 1858, the First Reformed Methodist Society and the Protestant Methodist Church merged to form the Reformed Methodist Church, by which name it would be known until 1869. That year, under the direction of Pastor John G. Gammons, the church was once more reorganized, this time as a Methodist Episcopal Church under the New England Southern Conference of Churches, thereby severing its affiliation with the Reformed Methodists, a denomination which had begun to wane during the 1840s with its founder, Pliny Brett, eventually leaving the church.

The South Middleborough Methodist Church was an important influence within the community, both religiously (as the arbiter of the community's morals and values) and socially (as the sponsor of such organizations as the Ladies' Aid Society, Epworth League, Methodist Youth Fellowship, and WCTU). Among its most popular events was its annual Sunday School picnic, generally held at such venues as Onset and Bates Pond in Carver, which provided the highlight of many summers during the first decades of the 20th century. Additionally, the vestry of the church, particularly prior to 1916 when the South Middleborough Grange Hall was constructed, was frequently the scene of important community meetings. The church also conducted well-attended Sunday School classes, and the maples in front of the church date from 1928, planted by members of the young men's class.

Intimately connected with the church's history is the **South Middleborough Methodist Parsonage (ca. 1845) (Photos 14, 15), 21 Spruce Street**, which was originally the homestead of Nathaniel Sears, "the gentlemanly Depot and Post Master of South Middleboro." Though Sears also engaged in the production of shoes, he failed to establish it as an industry, his South Middleborough factory being destroyed in the 1859. In 1867, the house was acquired by the First Reformed Methodist Society of Middleborough and served as the parsonage for the South Middleborough church until 1982. Because of the number of families inhabiting the house and the Methodist Society's desire to provide at least a modicum of comfort for its pastor, the parsonage was the object of frequent renovations and redecorating efforts. It was not until 1925, however, that it was wired for electricity, and another four years before a bathroom was installed. The grounds of the property were the site of a community tennis court (1930-1941), care of which

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 7

was taken by the short-lived South Middleborough Athletic Association that was formed in 1935 for that purpose.

Mid 19th-Century Development 1848-1881

The arrival of the Cape Cod Branch Railroad at South Middleborough in 1848 (where a station was established largely through the influence of Stillman Benson) allowed local farmers to profitably exploit the region's resources of standing timber. The general availability of rail transport following the mid 19th century enabled South Middleborough's staple products to find their way to a ready market throughout the northeastern United States. Thus was fostered the development of a self-sufficient agricultural community dominated by the production and milling of lumber, but also including the cultivation of hay and cranberries, and the production of ice and charcoal. In addition, the railroad's presence encouraged the growth of ancillary industries including trunk, box, cranberry implement, and soap manufacturing, albeit on a much smaller scale.

Because of its superb railroad connections and extensive pinelands, Middleborough as a whole was able to become the predominant lumber producer in the Commonwealth, emerging in that role as early as 1880, with South Middleborough's mills contributing much to that achievement. A number of houses of former lumber mill owners and operatives survive from this period within the district, and their relatively small scale is indicative of the fact that fortunes generally were not easily made in local lumber milling. Houses remained small and architecturally restrained, as opposed to more architecturally-articulate residences being built in the center at this time.

In the mid 19th century, the largest parcel of land stretching from the South Middleborough Cemetery southward towards Pine Street was owned by Stillman Benson (1806-1883), owner of the community's earliest and largest saw mill, which had been built in the early 1850s on Spruce Street near the Cape Cod Branch Railroad line. Following the loss of this steam-powered mill to fire in May, 1859, Benson raised a new steam mill on the south side of Wareham Street on the site now occupied by the Benson-Mostrom House. The construction of Benson's new mill provided the impetus for the development of the opposite (northern) side of Wareham Street, and on this land, Benson's son, John S. Benson (1834-1917), who was engaged with his father in the milling of lumber and the manufacture of boxboards, constructed the **John S. Benson House (ca. 1860) (Photo 47), 577 Wareham Street**. The house was later owned and occupied by John S. Benson's son, John Loring Benson (1869-1958), who succeeded to the business of the Benson saw mill. The house had a number of subsequent owners including Charles E. Fitch, William MacNeill (who operated a blacksmith and a small store on the property during the mid 1920s), C.B. Van Dusen (active in the local Grange), Osmon E. Otis (who operated a road stand and filling station between 1933 and 1935), and Ira D. Fowler (who was the owner until 1946 and

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 8

who operated a gas station). In 1952, the property was acquired by Russell L. and Phyllis Smith who used the property as a poultry farm known as Smith and Sons. The following year the Smiths opened a retail store in the east ell of the house, selling barbecued chicken, fresh and frozen broilers, fryers, roasters, fowl and eggs. By July, 1955, Smith had over 1,000 chickens on the farm. Smith was also interested in the breeding of German Shepherds as well, and maintained a kennel on the premises.

The land to the west of the John S. Benson House was sold by the Benson family during this period as houselots for residential construction, and four houses were ultimately constructed.

The **Ephraim H. Gammons House (ca. 1870) (Photos 39, 40), 569 Wareham Street**, was owned and occupied by sawmill operative and (later) owner Ephraim H. Gammons (1845-1926), who was active in the South Middleborough church. Gammons learned the sawmill trade in his early years as an employee in the South Middleborough mills and, in 1898, he entered business for himself at Benson's Sawmill, later entering into partnership with Hunt until December, 1910, when he sold his share to his partner. Gammons also served as postmaster of South Middleborough (1892-1926). He was succeeded by his wife, Emma Gammons (1926), and daughter Jennie Phillips (1926-34), with this house serving as the post office between 1892 and 1912, when it was relocated to the South Middleborough store. The house was occupied by Gammons' daughter Jennie until her death in 1964.

The **Witham-Boutin House (ca. 1862) (Photo 45), 575 Wareham Street**, was constructed by John Witham on 4.5 acres of land acquired in August, 1862, from Stillman Benson and was occupied by himself and later on his son, Edwin F. Witham, owners of Witham's sawmill at South Middleborough between 1884 and 1907. The mill, which is no longer extant, stood on Wareham Street immediately north of the district and initially manufactured trunks under the Withams' ownership, but following 1889 focused on the milling of boxboards and the sawing of lumber. Edwin Witham ultimately relocated to Middleborough Center, where he acquired a more substantial home and served as selectman from 1893 to 1906. In August, 1892, Witham sold the South Middleborough house to Adelard Boutin who had come to South Middleborough from St. Isadore, Quebec, with his brother Joseph in about 1888, and was employed as a laborer in the lumber industry. The local milling industry employed large numbers of French Canadians, primarily as woodcutters to harvest logs for the local mills. The house was occupied by the Boutin and Perry families through 1943.

The property on which the **John Felch House (ca. 1871) (Photo 44), 573 Wareham Street** stands was purchased in May, 1871, by Abiel N. Fuller from Stillman Benson. The house had been erected by April, 1873, at which time Fuller sold the property with buildings to Eli C. Adams of Sandwich, who in turn in June, 1883, sold the property to Cyrus A. LeBaron of South Middleborough. The house remained in the family until 1944 when it was sold by LeBaron's

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 9

daughter, Lotta A. (LeBaron) Felch. Her husband, John Felch, was one of the few South Middleborough residents not engaged in lumbering or agriculture, serving as a clerk in James M. Clark's store for 28 years (1891-1919). Felch retired from that business (then operated by Thomas Brothers) in September, 1919, to become a salesman in the clothing trade. In July, 1944, Mrs. Felch sold the house to Thomas O. and Ruth B. Jefferson of New Bedford.

The neighboring **Felch Cottage (ca. 1871) (Photo 43), 571 Wareham Street**, shares a common history with the neighboring Felch House, being owned consecutively by Abiel Fuller, Eli C. Adams, and Cyrus LeBaron. In the spring of 1913, the cottage was sold by LeBaron's daughter, Lotta A. Felch, to Ephraim H. Gammons who purchased the property as a home for his sister-in-law, Mrs. Mary ("Minnie") Humphrey Shaw (ca. 1857-1949), widow of Nelson Shaw, who occupied the house until her death. Subsequently, her daughter, Ethel Maria Delano, occupied the Felch Cottage with her husband, Herman N. Delano.

Mid 19th-century residential development also occurred at the opposite end of the village on lands owned by the Methodist Society and others. Here too, near the intersection of present-day Spruce and Locust Streets, was located the commercial heart of the village with stores, a post office, Stillman Benson's original mill, a small shoe manufactory operated by Nathaniel Sears (the location of which is uncertain, although believed to have been situated nearby the mill) and the original South Middleborough railroad depot. Though a devastating 1859 fire destroyed the industries here as well as the post office and railroad depot, development, both commercial and residential, continued in the immediate vicinity, and a number of resources remain attesting to the mixed residential and commercial nature of the area.

Little is known of the **John E. Smith House (ca. 1850) (Photo 10), 15 Spruce Street**, constructed upon land on the west side of Spruce Street long owned by the Smith family. Smith (1841-1913) served in the Civil War and, in 1889, was engaged as a teamster locally. His wife, Sarah G. Smith, was a longtime correspondent for the *Middleboro Gazette*, submitting South Middleborough items to that newspaper for some 25 years throughout the late 19th and early 20th centuries.

Better documented is the **Robert B. Hatch House (1869), 23 Spruce Street**, located upon what was originally Benson Street before its relocation by the Old Colony Railroad in the late 19th century which sought to eliminate a grade crossing. The house was occupied for nearly 100 years by three generations of the Hatch family, each of whom was engaged in lumber milling as mill operatives in South Middleborough and nearby Rock Village. Robert B. Hatch (1830-83) worked in Benson's steam mill at South Middleborough, and the small house is reflective of the living circumstances of such men and their families. Though he survived previous injuries at the mill, Hatch was tragically killed in 1883 while at work when struck in the head by a piece of flying wood, an incident indicative of the hazards of the milling profession. His widow continued to

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 10

reside in the house, later the home of her son Foster E. Hatch (1869-1950). Like his father, Foster Hatch was employed as a mill worker in the local lumber mills, working as a board jointer. For a short period (1902-04) Hatch was a partner of George H. Vaughan in the former Witham mill at South Middleborough. Foster Hatch's only child, Elmer C. Hatch, made his home here until the 1960s, and was also employed in lumber milling at Rock Village, among other occupations.

Henry Kirk W. Ryder (1842-1916), like the other home builders on the east side of Spruce Street, purchased his house lot for the **Ryder-Bisbee House (ca. 1878) (Photos 8,9) at 14 Spruce Street** from the First Reformed Methodist Society in August, 1878, at a time when the society was divesting itself of its various land holdings. Ryder was a sawmill employee, who in 1889 was employed at Atwood's box mill at Rock Village and was deeply interested in the welfare of the South Middleborough Methodist Episcopal Church and the South Middleborough Cemetery Association. In February, 1921, Rev. Robert E. Bisbee (1858-1938), previously pastor of the South Middleborough and South Carver Methodist Episcopal Churches, purchased the house from the Ryder estate and resumed his pastoral duties in April, 1921. During the time the Bisbees spent here, the Ryder House served as the South Middleborough parsonage. It was here that Bisbee, who held strong views regarding what he saw as the social imperative within Christianity, prepared the second edition of his *Essence of Christianity* (1931). Following his death in 1938, the house was occupied by the family of Frank Graham.

The **Ebenezer Smith House (1872)(Photo 5), 8 Spruce Street**, was built for Ebenezer ("Eben") Smith (1841-1886) beginning in June, 1872, upon land acquired that the same month from the First Reformed Methodist Society of Middleborough, and stood directly across the street from the household of Smith's father, Ansel Smith. Following Ebenezer Smith's death, his widow Lucinda Smith (who was affectionately known throughout the neighborhood as "Aunt Lue"), lived here with her brother-in-law, Daniel Smith, until her death. The house was occupied by the family of Frank Russell, who had moved in at the spring of 1907, helping to care for the elderly Smith. The Russells continued to occupy the house until 1920, after which it had a number of occupants, including A. Tremaine Smith (a clerk in Thomas Brothers' store and later Chief of Police in neighboring Carver) and Henry H. Shaw (the former livery stable operator at South Middleborough). In 1941, Shaw sold the house to Richmond C. Matthews, partner in Thomas Brothers & Co., South Middleborough grocers.

The **Edward E. Sisson House (ca. 1883) (Photo 1), 1 Locust Street**, was probably built by Allen Chamberlain at the time that he operated the South Middleborough Bicycle Shop. It is clearly described in the 1904 valuation list (at which time it was owned by Edward E. Sisson) as the "Chamberlain House." At the time of its construction, the house resembled a simple Greek Revival-style structure, but later additions altered its appearance. The interior of the house was remodeled by the Sissons on a number of occasions: 1905, 1901, 1911, and (extensively) 1922. During the summer of 1916, the main portion of the house was wired for electricity, and three

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 11

years late the tenement was similarly wired. The home was the residence of Edward E. Sisson and, later, his son Elmer A. Sisson, who were long associated with the business interests of South Middleborough as operators of the South Middleborough Blacksmith Shop, South Middleborough Garage, and Filling Station, all of which stand nearby. Additionally, Elmer Sisson's wife, Lucy (Braley) Sisson, was the owner of Lucy Braley's Candy Kitchen.

The community's mid 19th-century residential growth also spurred local commercial expansion. Among the remaining commercial resources is the **James M. Clark House and Store (ca. 1865) (Photo 17), 28 Spruce Street**. Previous stores had operated at South Middleborough in the vicinity of Spruce and Locust streets, including that of Hiram O. Tillson, which was acquired by Clark, a sea captain by occupation, from the Tillson heirs in 1864 or 1865. Clark would have been familiar with both South Middleborough and Tillson's store, having wed Maria P. Benson, the daughter of Stillman Benson, as his second wife. The building housed both Clark's home as well as the relocated store. In 1873, Clark retired from the grocery business and in November of that year sold the store to his son, James M. Clark, Jr. The store remained in the Clark House until 1892, when it moved across what is now Locust Street to larger accommodations in the South Middleborough Store building. For a time, the South Middleborough post office was located here. It is from Clark that the intersection of Spruce and Locust streets takes the name "Clark's Corner."

Recognizing the commercial opportunity presented by the community's residential expansion, in 1874 Stillman Benson and William H. Thomas had constructed **Sisson's Blacksmith Shop and Garage (1874, additions 1917 and 1923)** that they initially leased as a business venture. During the 1870s, Edward H. Cromwell of Rochester served as the blacksmith, and was succeeded about 1876 by Allen Chamberlain. In 1886, Chamberlain quit the association due to ill health, at which time the shop was acquired by Edward E. Sisson, whose "name will ever be associated with that of village blacksmith" in South Middleborough. Sisson served as South Middleborough's blacksmith from 1886 until 1920, when he retired for reasons (like Chamberlain before him) of ill health. The growing popularity of automotive travel (and the consequent increasing obsolescence of blacksmithing) encouraged Sisson's son Elmer to construct an automotive garage in April and May, 1917, onto the front of his father's blacksmith shop in order to cater to the automotive traffic that was increasing every season, a transition often made by blacksmiths of the era. The Craftsman-style "fine large office" was added to the garage in 1923. It also included a service station, which sold gasoline, fuel oil, and kerosene. When the Wareham Street bypass was constructed in 1925-1926, Elmer Sisson was forced to relocate the operation across the street, and the garage found other uses, housing Sisson's oil trucks and later his bottled gas business.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 12

Late 19th and Early 20th Century Development 1882-1924

Residential growth in the decades following 1848 ultimately necessitated the construction of a new **South Middleborough School (1882, one room addition 1952-53) (Photos 33, 34), 564 Wareham Street**. In 1882, when the schoolhouse was built, it was represented as a great stride forwards in providing for the educational needs of the community's youth. In its report for the preceding year, the Middleborough School Committee had discussed the poor condition of the existing schoolhouse, which was located at Houdlett's Corner, particularly critical of its hygienic deficiencies. Not surprisingly given the strong criticism of the South Middleborough schoolhouse, the Town of Middleborough voted the following year to replace it, selecting a new site opposite the Methodist Church purchased from Chandler R. Smith in May, 1882. Warren Homer Southworth (1835-1916), a member of the school committee, which had so roundly condemned the South Middleborough School, was selected to build the new successor schoolhouse. Southworth was a Middleborough builder and "was at one time one of the busiest of the craft in the vicinity." The South Middleborough School was recognized at the time as a thoroughly modern schoolhouse, reflective of the school committee's pronounced views on schoolhouse hygiene. As early as 1900, however, the one-room school (which housed nine grades) began facing overcrowding. Under the tutelage of Henry B. Burkland, teacher from 1921 to 1925, the South Middleborough School flourished. Nonetheless, the physical structure remained archaic. The building was heated by wood and it was not until 1948 that a proper heating system was installed. For years, water had to be brought from neighboring houses to the building, until the completion of a well. When the well experienced problems during the winter of 1935, the school had to resort to the former practice of trudging water from neighboring homes. In 1942, a telephone was finally installed. Many of the improvements were financed directly by the students, responsible for various fundraising activities. In 1920, the students were selling candy in order to finance playground improvements. In 1929, the building was reshingled and a new fence installed about the schoolyard. The school continued to serve the southern portion of Middleborough until 1990 when it was closed during the centralization of Middleborough schools. The school was noted for its annual pageants, usually held at the Fire Station, each grade performing a separate work.

The community's relative financial stability during this era and the location of the railroad station at South Middleborough permitted the community to emerge as an economic locus for residents from smaller nearby villages such as South Carver and North Rochester, who frequently shipped goods such as lumber and cranberries through South Middleborough, and purchased goods in Clark's store. In 1892, growing business encouraged James M. Clark to move his store across what is now Locust Street to the **South Middleborough Store (ca. 1890) (Photos 18, 19), 32 Spruce Street**, where it was a landmark for over half a century. The new store, while providing larger and more modern accommodation, like the old served as a convenient and informal meeting place for the community that gathered there. In November, 1912, Clark sold the business

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 13

to Robert McLeod, a clerk in the store since 1902. McLeod made immediate improvements, including electrification in 1913, and the construction of a barn (no longer extant) for the store's delivery teams. The store continued to rely upon the horse-drawn wagons to deliver groceries throughout the area including Carver, Wareham, and Rock Village. Care of the store's horses was taken by Arthur F. Nye until 1917, at which time Davis Wilcox took charge. In 1915, when McLeod retired from the business, the store was purchased by brothers Alvin E., Alfred, and Lyman P. Thomas. Alvin Thomas had been a clerk in the store for both Clark and McLeod, and was noted for his long tenure of his service, having been employed there since 1879. The store subsequently became known as Thomas Brothers Co., and under the Thomases a gradual modernization of the business was initiated. The firm relied solely upon the horse-drawn wagons until May, 1919, when a truck was purchased for deliveries. In 1920, Thomas Brothers' disposed of the firm's grain business to the Narragansett Milling Co. of Providence. Following the 1929 death of Lyman Thomas, the firm was reorganized, with the two remaining partners taking into partnership clerks Elliott G. Beaton and Richmond C. Matthews. In 1939, Alvin Thomas and Beaton retired and six years later were succeeded by Harlan L. Matthews, who became a partner of his brother, Richmond. Following World War II, the South Middleborough Store building was considered outdated and it was abandoned in 1948 by Thomas Brothers, which relocated to the modern store on Wareham Street. During 1948 and 1949, the vacant former store building was the home of a short-lived museum devoted to Charles Stratton, the diminutive 19th-century performer otherwise known as General Tom Thumb, whose wife was a Middleborough native and was made famous by P.T. Barnum. A portion of the items exhibited later formed the basis of the Middleborough Historical Association's current collection, for which it is well known.

Despite the economic advances made by South Middleborough during this period, the outlying village remained on the periphery of the town, the geographic distance between South Middleborough and the center creating a corresponding economic and psychological distance. The community also chafed under what it considered to be high taxes with few benefits, prompting efforts within the community to separate itself from the larger town, most seriously in 1884 and 1885. These efforts failed. The village remained part of Middleborough and one devoted to agriculture, a characteristic that further distinguished it from the town as a whole, which was rapidly industrializing. Because of the agricultural basis of the community, land tended to be consolidated and remained in the hands of a few families rather than being offered for residential development. The *Middleboro Gazette*, clearly cognizant of this tradition, mused in 1877, "who ever thought of having a real estate broker in South Middleborough, where the farms have been in the same family for three or four generations?"

With the arrival of the interurban street railway in 1901, South Middleborough became more accessible, and residents there could conceivably consider commuting to work in Middleborough Center, thereby making it ripe for residential development. One extant resource reflecting this

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 14

development is the Middleboro, Wareham & Buzzards Bay Street Railway Waiting Room (ca. 1901) (Photo 37), 567 Wareham Street. Ultimately, the street railway had little impact upon fostering residential growth in South Middleborough, and potential property developers found themselves stymied by its tradition of land consolidation and landholding. In April, 1908, the *Gazette* unfairly sniped: "We hear of parties who would like to buy land in this locality and put up nice houses, but those who have land to sell want it covered with money." What development did occur was largely infill development, which focused primarily upon Spruce Street and was conducted by individuals with existing familial connections to South Middleborough.

Frederick E. Braley (1869-1942) acquired his Spruce Street property in January, 1900, from Charles E. Hunt, constructing the present Frederick E. Braley House (ca. 1900) (Photo 16), 22 Spruce Street, shortly thereafter. Between 1900 and 1926, the house was occupied by Braley and his family, including father-in-law James ("Grandpa") Messeroll, who served as the community's mail carrier between 1900 and 1926. Braley was a shoe cutter, a fairly common occupation in Middleborough, but somewhat atypical for South Middleborough. In 1922, the Braley Garage (1922), was constructed to the rear of the house by contractor Clarence Ryder to house Braley's new automobile. The house was acquired in 1926 by a Mr. Small of Dennisport, who conducted a clothing store in that Cape Cod town for 35 years, retiring about 1916. The Smalls utilized the house periodically throughout the winters, generally returning to Dennisport for each summer.

The neighboring property to the north was also developed at this time. The original house to stand upon this lot was a "small house" constructed by Benjamin Allen Chamberlain, the original operator of the South Middleborough blacksmith shop, probably ca. 1883, at which time he purchased the lot from Cyrus LeBaron. About May, 1900, Edwin F. Witham purchased the Chamberlain House, and following 1901 it was owned by George H. Vaughan, Witham's partner in the local lumbering milling concern. Sometime between 1901 and 1904, the Chamberlain House appears to have been replaced by the present George H. Vaughan House (ca. 1904) (Photo 13), 20 Spruce Street, which is noted in the 1904 valuation list somewhat enigmatically as "unfinished house (Witham)." Vaughan occupied the new house only until September, 1907, at which time he became the sole owner of the Witham Mill and sold this property. In 1923, it was sold to James W. Haire of Lowell and occupied by Haire, his wife, Florence, and son, Chester.

The Herbert W. Tripp House (1908), 31 Spruce Street, was built upon the site of the former homestead of Henry W. Smith by Herbert Welden Tripp (1866-1917). Preparatory to construction of the house, Tripp demolished the former Smith barn in April, 1908. The house's foundation was constructed in the following months by Tripp's brother-in-law, John Morrison, and father, Charles Tripp. Work on the house began shortly thereafter, but the use of old lumber, possibly taken from the Smith barn, made "slower work." The house was complete enough by December, 1908, for the family to move in, "though not really settled." Tripp, a boxmaker by trade, died in March, 1917, and the following year his widow sold the house to Nathaniel A. Shurtleff. Like

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 15

others at South Middleborough, Shurtleff had at one time been a sawmill owner. Mrs. Shurtleff continued to live in the house until 1940 when Theodore ("Ted") Travaglini of Rock Village purchased the house. He was a landscaper by trade and operated the South Middleborough nursery, originally operating it as a wholesale business, which sold plants to larger nurseries. Travaglini expanded the operation into a retail business, operating from the large property to the rear of the house. It was probably during Travaglini's ownership that the Barn (early/mid 20th century), 31 Spruce Street, was constructed.

Arthur F. Nye (1873-1927) of Plymouth purchased the vacant Spruce Street lot for the Arthur F. Nye House (1909) (Photo 7), 10 Spruce Street, from the First Reformed Methodist Society of Middleborough on January 6, 1909, and the house completed that year by contractor Joseph N. Shaw of Middleborough. At the time of the house's construction, Nye was engaged in the manufacture and peddling of essences, having previously been engaged in the work in connection with his father at Plymouth, where they operated Arthur F. Nye and Co. In Middleborough, Nye continued in this line of work, presumably manufacturing in the stable, which he had relocated from Plymouth prior to the construction of the house. Nye was later employed by the South Middleborough store. In October, 1917, the house was sold to Fred Lamb of Detroit, who operated a small roadside stand, catering to passing motorists. In April, 1923, the house was acquired by Henry and Isabelle Donovan of Boston, who proposed to "carry on a similar business as Mr. Lamb and [moved] a portable store" to the lot for that purpose. The business was known as Cape Side Shops. Because of the rerouting of the State Highway behind the Nye House during 1925 and 1926, Donovan was obliged to relocate his business following the close of the 1925 tourist season, reopening at a new location on the relocated portion of Wareham Street in June, 1926. As part of his business, Donovan operated a gasoline station with two gas pumps and a 50-cent "oil buggy on wheels." The Donovans used the house strictly as a summer home informally known as "Capeside," returning to Boston every winter where they were teachers at the North Bennett Street School, the nation's oldest school of industrial craftsmanship.

Following construction of the Nye House, few other houses were erected in South Middleborough, which had fallen into an economic decline during the second decade of the 20th century, brought on by the local demise of lumber milling, which itself was a result of decreasing demand for white pine lumber and the growth of the cardboard packaging industry which obviated the need for the wooden box boards that the community had so prodigiously produced. The homes that were constructed, as before, by individuals with pre-existing ties to the community. The bungalow-style Benson-Mostrom House (1917) (Photo 46), 576 Wareham Street, was the Benson family's last home at South Middleborough and was erected upon the site of Benson's Sawmill which was destroyed by fire on December 7, 1915. There is no record of the house's construction, built during the summer of 1917, save for the brief note that "J.L. Benson and family ... will occupy their new house," which they did about the start of December, moving here from the John S. Benson House just across Wareham Street. In April, 1920, the house was

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 16

sold to Rev. Oscar G. Mostrom of North Middleborough, who made a number of improvements to the house, including the installation of a "water system" by mid-December 1920. Following their removal to Wareham in 1922, the Mostroms sold the house to Mrs. Mary A. Atherton of Dedham, who named the house "White Arbor" and used it as a summer house, with other families occupying it during the winter months as caretakers. By 1927, "White Arbor" was being operated by Mrs. Atherton as a tearoom known as the White Arbor Tea Room, catering to Cape-bound motorists. The tearoom opened under new management the following summer, and in July, Mrs. Gardner of Philadelphia, purchased the house. Guest accommodations were added and the property was operated as the White Arbor Inn. Besides overnight accommodations, the White Arbor also sold gasoline to passing motorists. In January, 1934, Mabel A. Brown purchased White Arbor, which she proposed to "improve for a tea room later in the season." During the spring, the Brown [H.D. Brown of Melrose] used it as a country house. In January, 1950, the house was acquired by Muriel M. Cammareta who with her husband Peter became proprietors of Pete & Muriel's Restaurant, which was erected upon the neighboring parcel.

South Middleborough contractor Clarence H. Ryder who was responsible for a number of structures including the Grange Hall and Braley Garage, constructed for himself the Clarence H. Ryder House (1919) at 33 Spruce Street. The house may in fact be a reconstruction of a previously extant structure known as the Tripp House, possibly relocated from the Herbert W. Tripp House property at Clark's Corner. Undoubtedly to facilitate the needs of his contracting work, Ryder constructed the Ryder Workshop and Garage (1920), 33 Spruce Street to the north of the house in 1920.

The Chester E. Smith House (1922) (Photo 6), 9 Spruce Street, was erected by Chester E. Smith (1873-1934), son of John E. Smith. Chester Smith seems to have had no particular profession and was engaged in a variety of lines of work. In 1897, he and his future brother-in-law, Alfred Shurtleff, who had been working as clerks at the grocery store of Thomas Spooner, Jr., in Middleborough, purchased the store. Later Smith was president of the South Middleborough Band (1899), worked as a clerk with Middleborough clothiers Sparrow Brothers (1905), was a housepainter (1911-1914), and later found employment as a teamster (1920) and carpenter (1930). He was last engaged as a farmer at the time of his death.

Many, like Smith, continued to farm their South Middleborough properties, though agriculture was rapidly declining in the town as a whole. As late as 1917, it was written of South Middleborough that "almost anyone who has a spot of land that can be conveniently used for farming are making the most of it." Not surprisingly, then, there was considerable community support for the establishment of a Grange, particularly given the success of the Nemasket Grange which had been formed in Middleborough Center in 1888. The South Middleborough Grange was organized with 29 charter members on December 6, 1913, and a hall was fitted over John Benson's sawmill, located on the future site of the Benson-Mostrom House. Following the

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 17

December 1915 destruction of the mill due to fire, Grange meetings were temporarily held at the vestry of the South Middleborough Methodist Church, but ultimately a decision was made to erect the South Middleborough Grange Hall (1916) (Photos 41, 42), 570 Wareham Street. Prior to construction, the group was incorporated as the South Middleborough Grange No. 337, Patrons of Husbandry. In order to finance the new hall, members were asked to contribute. Clarence Ryder built the hall, which was in use as early as August, 1916. The hall served as the venue for innumerable Grange and other social functions for the community. The Grange itself was well known for several traditional functions, including Labor Day clambakes, December Community Christmas trees, whist parties, and agricultural fairs which have added greatly to the cultural variety of the community. The Grange remains an active organization.

Early and Mid 20th Century Commercial Development 1924-57

Just as a revolutionary transportation advance had inaugurated a new historical era in South Middleborough with the arrival of the railroad in 1848, so too would another transportation upheaval, the appearance of the automobile in the first decades of the 20th century, herald a new period of economic growth, one founded upon the automobile and the passing tourist, and one which would rouse the community from the economic malaise into which it had slipped following the decline of its lumber industry after 1910. The appearance of the automobile would also bring an end to the agricultural basis of the local economy.

During this period, separatist attitudes which had found expression during the previous decades at South Middleborough, though still extant just under the surface, would be largely overwhelmed by the growing interconnectedness of the town through novel advances in transportation and communication, as well as social changes including the centralization of Middleborough's public schools. Nonetheless, the residual feeling of being eternally short-changed would promote a political activism within the community that would be responsible for the development of local grassroots organizations designed to promote the welfare of the community – most notably the Precinct 3 Improvement Association and the South Middleborough Protective Association.

Ironically, the instrument which was to provide to many the economic salvation of South Middleborough – the automobile – was initially regarded as an unwelcome intrusion into the peacefulness of the community. The automobile was considered annoying with its perpetual clouds of lingering dust, and as dangerous, jeopardizing the safety and lives of residents. Near weekly diatribes against reckless and inconsiderate motorists became a common feature of local news reporting. The routing of State Route 28 (initially one of only two through routes linking Boston with Cape Cod) through the historic heart of the village ensured a heavy volume of traffic, with consequent accidents and fatalities.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 18

This aversion to the automobile underwent a dramatic reversal during the 1920s when the community began to recognize economic opportunity in the increasing number of motorists passing through the village, and new residents moved in to take advantage of the opportunities thus presented. Following World War I, numerous auto-related businesses, catering to tourists bound for or returning from Cape Cod, sprang up in South Middleborough, including filling stations, restaurants, tourist camps, tearooms, overnight cabins and motels, and gift shops, stamping the community for the next 40 years with a commercial vitality it had never had before. Existing structures, including the Arthur F. Nye House, Frederick E. Braley House, "Stone House," and the Benson-Mostrom House were converted to commercial purposes either wholly or in part and a number of new structures were erected to take advantage of the traffic that remained heaviest during summer weekends.

Many small roadside stands were hastily erected following 1924. Notable among these is Lucy Braley's Candy Kitchen (ca. 1925) (Photos 29, 30), 562 Wareham Street, which originated as a small produce stand. Though an elementary school teacher by training, Lucy Braley began producing candy in the rear of her future husband Elmer E. Sisson's South Middleborough Garage and Filling Station to sell to passing motorists before relocating here in the late 1920s. Known for her meticulous record keeping and innovative marketing practices, which included the maintenance of summer delivery routes in the nearby resort communities of Onset, Wareham, Mattapoisett, and Falmouth, modeled upon the delivery of ice (patrons placing a pink card in their window to indicate that candy was desired), Lucy Braley developed her business into a well-known landmark for Cape-bound travelers. She became a noted businesswoman in the area, known for her devotion to South Middleborough. A vocal advocate of the rights of small business owners, she contested Massachusetts' blue laws and taxation code. The Candy Kitchen operated here until 1978, when it was relocated to the Edward E. Sisson house. Similar in scale is the 1930s roadside stand at 575 Wareham Street, about which little is known.

While such stands provided welcome diversions along the road to the Cape, the relative length of time required to travel by auto during the interwar period prompted motorists to demand more substantial services, including "food, gas, and lodging," all of which South Middleborough entrepreneurs sought to provide. Small tearooms serving snacks and light lunches were established within structures which were converted for the purpose such as the Benson Mostrom House which operated as the White Arbor Tea Room and the "Stone House," which was known as the Old Stone House Tea Room. The most notable addition at this time was Sisson's Diner (ca. 1901; addition 1926) (Photos 25, 26), 561 Wareham Street that was established by Elmer A. Sisson to take advantage of the section of Wareham Street constructed in 1925-26 to bypass Clark's Corner. To establish the diner, in 1926 Sisson acquired a former trolley car from the defunct Middleboro, Wareham & Buzzard's Bay Street Railway and located it on this property. A year later, Sisson had the stone and cement wall which separates the diner property from that of

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 19

the neighboring church constructed. To operate the diner, Sisson engaged Harry Clark, who was later assisted by his brother William L. ("Bill") Clark, who would operate Sisson's until the age of 78, retiring in 1948. Clark was succeeded by Adrian Alberti until 1951, and later by Alberti's son, Alfred P. Alberti.

Filling stations were well represented in the 1920s, when regulations governing the retailing of gasoline were less stringent than today. Occupants of the Arthur F. Nye House, "Stone House," Benson-Mostrom House, and John S. Benson House all sold gasoline to motorists. More substantial was Sisson's Garage on Locust Street. The rerouting of Route 28 in 1925-1926 to bypass Clark's Corner, however, forced Elmer A. Sisson to construct a new South Middleborough Garage (1926-27) (Photos 29, 30), 562 Wareham Street and South Middleborough Filling Station upon a prime location at the intersection of Wareham Street and the new bypass. The two-building complex colloquially known as Sisson's Filling Station opened for business in March, 1927, and included one pump connected to a 2,000-gallon tank, two pumps attached to a 1,000 gallon tank, and a large 15,000-gallon underground tank. Unlike other dealers in the vicinity, Sisson owned, rather than leased, the equipment, operating the station as an independent gasoline retailer. On the roof of the small wood-frame filling station, Sisson erected a large sign, which advertised Sisson's Diner and became a landmark easily visible to motorists approaching South Middleborough on their way to and from the Cape. By 1950, Sisson had branched into the fuel oil and bottled gas business, serving the area with two oil trucks and one gas truck, which were housed in the Sisson barn on Locust Street.

Overnight accommodations at South Middleborough were provided by the White Arbor Inn, operating in the former Benson-Mostrom House, and the less formal motorists' overnight camp at the "Stone House." In connection with this last venture is the cabin (early 20th c.) at 567 Wareham Street, which appears to have operated as part of the camp.

Though rationing of gas, oil, and tires during World War II naturally greatly reduced traffic on the road, the number of cars traveling through South Middleborough following 1945 soon exceeded prewar levels, providing the impetus for continued commercial development of properties fronting Wareham Street. Land for the small Second Thomas Brothers Store (1948) (Photo 24) at 560 Wareham Street was purchased December 1, 1947, by Harland L. and Richmond C. Matthews from Mrs. Florence Williams with the intention of moving their grocery business here from the former South Middleborough Store, undoubtedly encouraged by the modern development of the retail grocery trade. A modern store was quickly built and opened for business in May, 1948, and the wood-frame building at Clark's Corner abandoned. The new location had the added benefit of available parking for patrons. The business was discontinued in 1959, no longer able to compete with national grocery chains such as First National and A & P, both of which opened new supermarkets with ample parking lots in Middleborough Center in the late 1950s.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 20

Williams' Trading Post (1949) (Photos 22, 23), 556 Wareham Street, was established in 1949 by Harold A. Williams, son-in-law of Charles M. Hunt, to take advantage of summer motor traffic bound for Cape Cod. Plants were propagated in the nearby **Williams' greenhouses (mid 20th c.)** and the businesses offered fresh produce grown by the Williams family, much of which was retailed to passing motorists. Williams' children, Harold Hunt ("Buzzie") Williams and Ellen (Williams) Taylor assisted with the business. "Over the years roofs were added, leaving space for the trees to grow up through the roofline, and additional buildings erected. The annex soon housed gift items, fabrics, and houseplants for many years. Textiles had been [Harold Williams'] original career."

Roy's Garage (ca. 1935) at 581 Wareham Street, may have been in operation as early as 1935 when Osman E. Otis purchased the site. It was operated between 1947 and 1950 by Clarence Greenleaf who conducted an automobile repair business at Middleborough Center and would later manage Elmer A. Sisson's gas and oil business. In 1950, the property was acquired by Roy B. Horton of Middleborough, who operated it as Roy's Garage until 1977.

Both **"Pete & Muriel's" Restaurant (1956-57, addition 1966) (Photos 48, 49), 578 Wareham Street**, and the **"White and Gold House," (ca. 1958) 544 Wareham Street**, were designed primarily to cater to summer traffic. The former was owned and operated by Peter and Muriel Cammarata and generally operated seasonally, while the latter was constructed around 1958 and operated as a restaurant catering to Cape-bound motorists. It was owned by Germaine Doucette and James Gotham, Jr. The restaurant took its name from the exterior color scheme of the building.

Mid 20th Century Residential and Municipal Growth 1924-1959

Despite this commercial growth taking place along Wareham Street, South Middleborough remained a primarily residential community, and the post-World War II era witnessed the construction of new residential housing, the expansion of municipal services, and the creation of new social outlets. The interests of South Middleborough residents were represented during this period by two local organizations. The Precinct 3 Improvement Association was organized in 1938 to foster the interests of residents of the southern section of Middleborough as represented by the third voting precinct, and though founded partially upon the issue of local dissatisfaction with taxation, over the following years the association would request the continuation of train service, an extension of municipal water, improved sidewalks, maintenance of roadways, installation of traffic lights, and prohibition of the fluoridation of the municipal water supply among other concerns. The association was historically significant, as it provided a link between the tax-based separatist sentiments of the late 19th century with the present-day South Middleborough Protective Association, a current advocate of the areas interests and concerns.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 21

One realized aspiration of the Improvement Association was the establishment of a branch library, which was housed in the **South Middleborough Scout Cabin (1909, rehabilitated 1938), 563 Wareham Street**. The so-called cabin actually began its life as a "discarded shed" owned by the South Middleborough Methodist Church but would become, in essence, a small community center, hosting numerous local events as well as providing a home for the South Middleborough Scouts, and the branch library which was established in 1941. In March, 1936, the local Boy Scouts, with contributions from the Ladies Aid Society and others, began reconstructing the shed for use as a meeting place, having previously met in the vestry of the South Middleborough Church as well as the Grange Hall. During the 1950s, the cabin often hosted square dances and lessons for young people and adults. Many of these dances were conducted for the benefit of the South Middleborough Protective Association and became an important social outlet for the community. Other church-related organizations used the cabin for their meetings as well, including the Methodist Youth Fellowship.

Yet another goal for the Protective Association was improved fire protection, a project later undertaken by the South Middleborough Improvement Association, founded in 1945. For generations, fire had been a constant threat, not only to the village's houses and sawmills (which were especially prone to fire), but also to the great tracts of standing timber, the resource upon which the prosperity of the community was based. To combat these fires, South Middleborough relied upon a community effort and often the goodwill of local workers. Although the Protective Association had agitated for better fire protection as far back as 1941, it had failed to secure a permanently based engine. Consequently, the community took it upon themselves to build a fire engine from scratch, employing donated parts. The completed engine was leased to the town and the Protective Association to attend to the community's fire protection needs. The engine was initially housed in the Sisson Barn (late 19th century) 1 Locust Street, and the letter "PRECINCT 3 FIRE STATION" may still be discerned above the barn's westernmost bay, though the paint has greatly faded. The Sisson Barn was ultimately succeeded by the **South Middleborough Fire Station (1955-57) (Photo 36), 566 Wareham Street**. Construction of the station was undertaken by the Protective Association in 1955 and took some two years to complete, since it was largely a volunteer effort. By 1956, the station was in operation with one call captain and 12 call men. Since its construction the fire station has served as a community center for South Middleborough, being the site of a number of events. Community clambakes were long held beneath the **pavilion (ca. 1955)** that stands to the rear of the fire station.

Despite these changes, South Middleborough remained, above all, a residential community. Though no new housing was built during the depressed economic climate of the late 1920s and 1930s, two houses were constructed just prior to World War II, and a number following the war in the general spate of construction that occurred in the post-war era.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 22

Though the Wilbur family was prominent in the neighborhood and particularly active in the South Middleborough Church, the family owned the land upon which the Alden D. Wilbur House (1940-41), 27 Spruce Street, sits as early as 1918, it was not until years later that the house was erected. Mr. Wilbur was employed by the Randall Motor Company. The family would own the house, which was noted for its gardens, until 1981.

The Everett W. Collins House (early 20th c.), 11 Spruce Street was the last house completed in the district prior to implementation of wartime restrictions that would severely curtail residential construction work. The house was reconstructed from what seems to have been an earlier structure located upon Smith family land by Chester E. Smith's son-in-law, Everett W. Collins (1914-81) of Carver. In 1950, Collins moved to the Bump-Collins House (ca. 1848), 26 Spruce Street. Built by Benjamin J. Bump, a nephew of Lavinia Warren (Bump) Stratton, a noted 19th century performer and the wife of Charles Sherwood Stratton (aka General Tom Thumb). The Bumps lived only briefly in the house, during which time they displayed their extensive collection of Tom Thumb memorabilia in the vacant South Middleborough Store, which operated for a short time as a museum devoted to the Strattons. The house was subsequently owned by the Collins family from 1950 through 1985.

The property for the Melville T. Matthews House (1949) (Photo 4), 10 Locust Street, was acquired in August of 1947 by the Matthews from Florence A. Williams, being part of the Smith-LeBaron-Hunt homestead. Located across Locust Street is the William L. Greeley House (1950-1951) at 9 Locust Street. Greeley (1917-1975) was an employee of Elmer A. Sisson for about 40 years, serving Sisson in a number of capacities, including as driver of one of Sisson's school buses for more than 35 years. Additionally, Greeley served as a lieutenant for South Middleborough's Engine Six, secretary and treasurer of the engine for 31 years, and was a long-time member of the Protective Association. Greeley had been instrumental in the construction of the original piece of apparatus. To be closer to his work, Greeley had this house constructed, relocating from Rochester where he had resided since 1939, and building upon land acquired from Mary A. Wallen.

At opposite ends of the district are the Roy B. Horton House (ca. 1950), 581 Wareham Street, which was occupied by auto repairman Roy B. Horton, the owner of Roy's Garage until 1977, and the Winfred Perry House (ca. 1952) at 554 Wareham Street, owned by the proprietress of the first motel in Middleborough a portion of which is included in this building. The small ell which houses the motel rooms and which was constructed at this time is no longer extant.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 23

South Middleborough since 1959

As the opening of the railroad in 1848 and the reconstruction of Wareham Street in 1925-1926 had inaugurated unprecedented economic and social change in South Middleborough, so, too, did the opening of MA Route 25 (now I-495) in 1966. While designated simply to facilitate the flow of traffic to and from Cape Cod and to ease congestion and reduce accidents along Route 28, the new highway completely bypassed South Middleborough and in so doing undermined the economic vitality of the community. The subsequent period of economic decline as businesses established during the first half of the 20th century succumbed to the consequences of ever-decreasing traffic was described by businesswoman Lucy Braley Sisson "as if a big black curtain [had] lowered." Only those businesses that could rely on a loyal local customer base such as the diner, Braley's Candy Kitchen, and Williams' Trading Post would be able to weather the changing circumstances.

Contemporaneously, large-scale industrial operations incompatible with the residential and small business character of the district began to be established in the vicinity, including the Southeastern General Lumber Yard (1962) at Houdlett's Corner. Because of its relatively sparsely populated expanse, outsiders increasingly saw South Middleborough as a site for developments which were not desired elsewhere in town. Ironically, the decrease in traffic congestion resulting from the opening of Route 25 also made the area attractive in the eyes of residential property developers, who regarded the large tracts of uninterrupted land as suitable sites for subdivisions. While the community successfully opposed what it feared would be a rash of uncontrolled mobile home development in the 1960s, areas immediately to both the west and north of the district did witness the construction of a number of small-scale residential subdivisions three decades later. Yet, despite the growing population of the area, the community was not able to maintain its school, which had for so long helped foster its unique identity, and in 1990 the South Middleborough school closed when the town's public schools were centralized as a cost-saving measure.

In 2001, the early 19th-century Stillman Benson House at 582 Wareham Street was demolished for the creation of an industrial-scale loam operation, despite the wishes of the community as indicated by the grange, which called for the structure's preservation. While its loss provided detrimental to the historic resources of the community, it provided impetus for a renewed assessment and awareness of South Middleborough's cultural resources. Since that time, efforts have been undertaken by the community to restore and rehabilitate various structures, mostly notably the school which is presently being rehabilitated under the aegis of the Protective Association for use as a community center and small museum. Sisson's Diner has also undergone restoration work, which has revealed some of the distinct features of the trolley car that comprises its main section. A number of homes and structures in the area, including the Smith-LeBaron-Hunt House, the Nye House, the Ryder-Bisbee House, the Vaughan House, the Baptist

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 24

Parsonage, the Smith-Wallen-Ryder House, the Felch House, and the roadside stand at 575 Wareham Street have undergone restoration work in the past several years, reflecting the pride in the community that residents have traditionally held.

Archaeological Significance

While numerous ancient sites have been recorded in the town of Middleborough and several sites have achieved regional importance, only small portions of the town have been systematically surveyed, limiting the local and regional value of these archaeological recoveries. Most sites in the town have been identified on the basis of limited artifact collections and the recollections of collectors. Little reliable information relating to site type and function is known on a site specific basis and any town wide patterns or models are, at best, fragmentary. Given this information, any sites located in the proposed district or in the town of Middleborough could be significant. Any artifact or feature recoveries from sites within the district may contribute important information relating to that site's function and type. That information might in turn enable the site to be integrated into a systematic community-wide study of ancient Native American subsistence and settlement patterns for the town. Ancient sites in the district may contain information that helps understand the growth of Contact period core areas in this region and their relationship to other important core areas within the Buzzard's Bay and nearby Taunton River drainage. Lithic materials and other archaeological resources at sites in the district might also contain information that helps understand patterns of development in the area including the growth of the Small Stemmed Point Tradition as an *in situ* development for the southeastern Massachusetts region.

Historic archaeological resources described in this nomination may contribute important information related to the growth of South Middleborough after its mid 18th-century settlement shift from the Fresh Meadows area on the west bank of the Weweantic River to the area centered at the junction of Wareham Street and Locust Street. Historical and archaeological resources may contribute detailed information on many of the social, cultural, and economic characteristics responsible for the growth of the South Middleborough Historic District from the mid 18th through 20th centuries. Historic archaeological resources may document the district and southern part of town as it evolved from an agricultural settlement with limited industry in the 18th and early 19th centuries to a period of economic growth dominated by agriculture and the extensive production and milling of lumber in the mid 19th-century. Additional historical research, combined with archaeological survey and testing, may locate 18th- and 19th-century farmsteads and residences presently unknown in the district. These resources can be significant to this nomination by contributing important information related to the 18th-century settlement or community base from which later 19th- and 20th-century institutional, religious, industrial, commercial, and residential growth occurred. Information related to 18th and 19th century farmsteads may contribute important information related to agricultural technologies, family life

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 25

during the period, and additional trades or occupations that may have supplemented an agricultural lifestyle and economy. Archaeological research may also identify important architectural characteristics of buildings no longer extant, especially 18th-century buildings, for which only one known example survives. Historical and archaeological evidence may exist for various cottage industries including cordwainers or shoe manufacture that may have contributed the formative base for major industries in the mid 19th century. Much of the information described above can be obtained through detailed analysis of occupational-related features (trash pits, privies, wells) and the structural remains from outbuildings associated with both archaeological sites and extant residences. Unfortunately, only one extant 18th-century residence, the Baptist Parsonage and barn at 16 Spruce Street, and no archaeological sites have been identified in the district, making any 18th-century sites and buildings extremely important. During the 19th century, archaeological sites and extant residences are more common with examples spanning most 19th century periods. Potential sites of 19th-century homes include the site of the Stillman Benson House at 582 Wareham Street and the former homestead of Henry W. Smith at 31 Spruce Street.

Archaeological research may contribute important architectural and settlement information related to the institutional/religious buildings that comprised the core of the new South Middleborough settlement after its shift from Fresh Meadows to its present location around the junction of Wareham and Locust Streets. Historical research combined with archaeological survey and testing may contribute important information related to the location, integrity, architectural characteristics, and occupational-related features associated with the Spruce Meetinghouse (1774), also known as the South Middleborough Church, a schoolhouse, and extant parsonage with barn. The cemetery, also located in this area, is discussed further below.

Historical and archaeological research at industrial sites in the district may contribute important information related to the 19th-century settlement and economic prosperity of the district. Structural evidence from the Benson sawmills may contribute information related to the architectural characteristics of each mill, sawmill technology, and the local relationship between agricultural and industrial production. Important information may also exist that documents the development of steam power and its application to sawmill technology. Potential archaeological resources associated with the Nathaniel Sears shoe manufactory may contribute important information related to shoe manufacturing technologies and the relationship of potential 18th- and early 19th-century shoemaking cottage industries with agricultural production and later 19th century shoe production. Structural evidence from the original site of Sisson's Blacksmith Shop and detailed analysis of occupational-related features may contribute important information related to 19th-century blacksmithing technologies and the relationship of the Sisson shop with local agricultural and industrial production.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 8 Page 26

Historical and archaeological resources associated with the South Middleborough Cemetery may also contribute important information related to the evolution of the cemetery and residents of the district locale. Archaeological resources at the cemetery may be especially important since, prior to ca. 1929, no plans for the cemetery or records of burial locations is known. It has been reported that among over 200 documented burials, grave lots often overlapped and earlier graves were disturbed. Additional historical research, combined with archaeological survey and testing, can locate all graves within the cemetery, their internal configuration, and extent that later burials were intrusive into earlier graves. Careful mapping of burials may contribute important information related to burial patterns at different points in time, changes to those patterns, and boundaries of the cemetery.

Detailed analysis of the contents of burials may contribute important information related to the physical characteristics and social, cultural, and economic characteristics of residents in the South Middleborough locale over time. Osteological study of skeletal remains may contribute important information related to the overall health, stature and pathologies that affected the South Middleborough population over time. Information related to the social, cultural, and economic characteristics of residents in the area may be obtained through results of the osteological study, detailed analysis of material culture items in each burial, gravestone art, and the overall context of individual or groups of burials.

(end)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

South Middleborough HD
Middleborough (Plymouth), MA

Section number 9 Page 1

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(continued)

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

**National Register of Historic Places
Continuation Sheet**

**South Middleborough HD
Middleborough (Plymouth), MA**

Section number 9 Page 2

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Interviews

Martha (Williams) Dupuis, South Middleborough, March, 2007
Henry Short, Middleborough, April, 2007
Edward Tomasik, South Middleborough, May, 2006

(end)

South Middleborough HD
Name of Property

Plymouth, MA
County, State

10. Geographical Data

Acreage of Property approximately 88 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19	347480	4632000
Zone	Easting	Northing
2. 19	348680	4632000
Zone	Easting	Northing

3. 19	348680	4631140
Zone	Easting	Northing
4. 19	347480	4631140
Zone	Easting	Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

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

11. Form Prepared By

name/title Michael J. Maddigan, Vice-Chair, Middleborough HC, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date April 2009

street & number 220 Morrissey 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 multiple

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

South Middleborough HD
Middleborough (Plymouth), MA

Section number 10 Page 1

GEOGRAPHICAL DATA

Boundary Description

Beginning at a point in the southeast sideline of Wareham Street, being the northeast corner of Middleborough Assessor's Map 94, Lot 6032 (94/6032), then

- southwest 125 feet to the northwest corner of 94/6032 and the northeast sideline of Spruce Street, then
- in a straight line crossing Spruce Street to the southeast sideline thereof and the northeast corner of 94/6064, then
- southwest 921.87 feet by the northwest sideline of 94/6064 to the northwest corner thereof, then
- southeast 256 feet by the southwest sideline of 94/6064 to the southeast corner thereof, being also the northwest corner of 101/483, then
- southeast 750 feet by the southwest sideline of 101/483 to the southeast corner thereof, being also the northwest corner of 101/1349, then
- southeast 740 feet by the southwest sideline of 101/1349 to the southeast corner thereof, being also the northwest corner of 101/2136, then
- southeast 80 feet by the southwest sideline of 101/2136 to the southeast corner thereof, being also the northwest corner of 101/2241, then
- southeast 240 feet by the southwest sideline of 101/2241 to the southeast corner thereof, being also the northwest corner of 101/2248, then
- southeast 120 feet by the southwest sideline of 101/2248 to the south corner thereof and the west sideline of Spruce Street, then
- in a straight line crossing Spruce Street to the east sideline thereof and the southwest corner of 101/3022, then
- southeast by the southwest sideline of 101/3022 and the southwest sideline of 101/2251 to the southeast corner thereof, then
- northeast 80 feet by the sideline of 101/2251 to a point, then
- northwest 653.4 feet by the sideline of 101/2251 to a point, then
- northeast 645 feet by the east sideline of 101/2251 to the northeast corner thereof, being also the southeast corner of 101/1644, then
- northeast 185 feet by the southeast sideline of 101/1644 to the southeast sideline of Wareham Street, then
- southeast 18.71 feet by the southwest sideline of Wareham Street to the northwest corner of 101/1658, then
- south 62-11-00 west 116.45 feet by the west sideline of 101/1658 to a point, then
- south 39-45-00 west 107 feet by the west sideline of 101/1658 to a point, then
- north 76-27-00 west 90.7 feet by the west sideline of 101/1658 to a point, then
- south 63-35-00 east 114.5 feet by the west sideline of 101/1658 to a point, then

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 10 Page 2

- south 21-15-00 west 199 feet by the west sideline of 101/1658 to the southwest corner thereof, then
- south 45-30-00 east 111.75 by the south sideline of 101/1658 to the southeast corner thereof, being also the southwest corner of 101/1688, then
- south 45-30-00 east 121.55 feet by the southwest sideline of 101/1688 to the southeast corner thereof, being also the southwest corner of 101/1694, then
- south 45-30-00 east 185.23 feet by the southwest sideline of 101/1694 to the southeast corner thereof, then
- northeast 528 feet by the southeast sideline of 101/1694 to the northeast corner thereof and the southwest sideline of Wareham Street, then
- in a straight line crossing Wareham Street to the northeast sideline thereof and the southeast corner of 101/1663, being also the southwest corner of 102/947, then
- south 54-15-00 east by the northeast sideline of Wareham Street and the southwest sideline of 102/947 to the southeast corner thereof, being also the southwest corner of 102/949, then
- southeast 256.06 by the northeast side of Wareham Street and the southwest sideline of 102/949 to the southeast corner thereof, then
- north 66-41-00 east 213.85 feet by the east sideline of 102/949 to the northwest corner thereof, then
- north 27-75-00 west 213 feet by the north sideline of 102/949 to the northwest corner thereof, being a point in the east sideline of 102/947, then
- north 34-45-00 east 53.62 feet by the east sideline of 102/947 to the northeast corner thereof, then
- north 65-21-00 west 111.69 feet by 102/947 to a point, then
- south 68-14-00 west 27.57 feet by 102/947 to the northwest corner thereof, being also a point in the east sideline of 101/1663, then
- north 69-38-00 east 284.82 feet by the east sideline of 101/1663 to the northeast corner thereof, then
- north 60-15 west 112.8 feet by the north sideline of 101/1663 to the northwest corner thereof, being also a point in the east sideline of 101/888, then
- south 23-44-00 west by the east sideline of 101/888 (being also the west sideline of 101/1663) to the southeast corner of 101/888, being also the northeast corner of 101/1629, then
- northwest 365.65 feet by the north sideline of 101/1629 to the northwest corner thereof, then
- southwest by the west sideline of 101/1629 to the northeast corner of 101/1616, then
- north 33-34-50 west 74.24 feet by the north sideline of 101/1616 to the northwest corner thereof, being also the northeast corner of 101/1615, then
- north 33-34-50 west 90.63 feet by the north sideline of 101/1615 to the northwest corner thereof, being a point in the east sideline of 101/1611, then
- north 19-04-02 east 85 feet by the east sideline of 101/1611 to the northeast corner thereof, then

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number 10 Page 3

- northwest 398.18 feet by the east sideline of 101/797 to the northernmost corner thereof, then
- southwest 310.67 feet by the north sideline of 101/797 to an angle, then
- southwest 54.05 feet by the northwest sideline of 101/797 to an angle, then
- south 165.15 feet by the west sideline of 101/797 to an angle, then
- south 114.75 feet by the west sideline of 101/797 to an angle, then
- south 47-62-00 west 110.5 feet by the northwest sideline of 101/797 to the east corner of 101/782, then
- northeast 84.07 feet by the sideline of 101/782 to a point, then
- northwest 433.24 feet by the east sideline of 101/782 and the east sideline of 101/719 to the northeast corner thereof, then
- west 90-00-00 263.03 feet by the north sideline of 101/719 to the northwest corner thereof, then
- southwest 201.55 feet by the west sideline of 101/719 to the southwest corner thereof, being also the northeast corner of 101/696, then
- north 57-00-00 west 80.5 feet by the north sideline of 101/696 to a point, then
- south 80-30-00 west 269.11 feet by the northwest sideline of 101/696 to the southwest corner thereof and the northeast sideline of Wareham Street, then
- in a straight line crossing Wareham Street to the south sideline thereof and the northwest corner of 101/685, being also the northeast corner of 101/566, then
- northwest 736.42 feet by the southwest sideline of Wareham Street and the northeast sideline of 101/566 to the north corner thereof, being also the southeast corner of 94/6185, then
- northwest 172.75 feet by the southwest sideline of Wareham Street and the northeast sideline of 94/6185 to the northeast corner thereof, being also the southeast corner of 94/6154, then
- northwest by the southwest sideline of Wareham Street and the northeast sideline of 94/6154 to the northwest corner thereof, being also a corner of 94/6118, then
- north 53-52-80 west 130.24 feet by the southwest sideline of Wareham Street and the northeast sideline of 94/6118 to the northeast corner thereof, being also the southeast corner of 94/6032, then
- northwest 170 feet by the southwest sideline of Wareham Street and the northeast sideline of 94/6118 to the northeast corner thereof, being also the point of beginning.

Boundary Justification

The boundaries follow legally recorded property boundary lines and roads and incorporate the full extent of contiguous and intact, historic and architectural resources associated with activity within the district during its period of significance.

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

South Middleborough HD
Middleborough (Plymouth), MA

Section number photos Page 1

PHOTOGRAPHS

Photographer: Michael J. Maddigan, Middleborough HC

Dates: May, 2005 – March, 2007, January, 2009

(The source for all historic photographs is Michael J. Maddigan)

Address: Middleborough Historical Commission

10 Nickerson Avenue

Middleborough, MA 02346

1. Edward E. Sisson house, 1 Locust Street, looking southeast
2. Smith-LeBaron-Hunt House, 6 Locust Street, looking northwest, showing a portion of the Hunt Barn in right background
3. Smith-LeBaron-Hunt House, 6 Locust Street, 1900 view
4. Melville T. Matthews House, 10 Locust Street, looking north
5. Ebenezer Smith House, 8 Spruce Street, looking northeast
6. Chester E. Smith House, 9 Spruce Street, looking northwest
7. Arthur F. Nye House, 10 Spruce Street, looking north
8. Ryder-Bisbee House, 14 Spruce Street, looking north, showing ell and garage
9. Ryder-Bisbee House, 14 Spruce Street, looking north
10. John E. Smith House, 15 Spruce Street, looking northwest
11. South Middleborough Baptist parsonage, 16 Spruce Street, looking southeast
12. Parsonage Barn, 16 Spruce Street, looking northeast
13. George H. Vaughan House, 20 Spruce Street, looking southeast
14. South Middleborough Methodist Parsonage and Sears Barn, 21 Spruce Street, looking west
15. South Middleborough Methodist Parsonage and Sears Barn, 21 Spruce Street. 1958 view
16. Frederick E. Brayley House, 22 Spruce Street, looking east
17. James M. Clark House and Store, 28 Spruce Street, looking north
18. South Middleborough Store, 32 Spruce Street, looking northeast
19. South Middleborough Store, 32 Spruce Street. 1915 view
20. Smith-Ryder-Wallen House, 36 Spruce Street, looking northeast
21. Smith-Ryder-Wallen Barn, 36 Spruce Street, looking northeast
22. Williams' Trading Post, 556 Wareham Street, looking northwest
23. Williams' Trading Post, 556 Wareham Street, earliest (central) section, looking northwest
24. Second Thomas Brothers Store, 560 Wareham Street, looking west
25. Sisson's Diner, 561 Wareham Street, looking northeast and showing a portion of the South Middleborough Scout Cabin in the right background
26. Sisson's Diner, 561 Wareham Street, looking northwest
27. Lucy Braley's Candy Kitchen 562 Wareham Street, looking northwest
28. Lucy Braley's Candy Kitchen, 562 Wareham Street, late 1930s view

(continued)

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

**National Register of Historic Places
Continuation Sheet**

**South Middleborough HD
Middleborough (Plymouth), MA**

Section number photos Page 2

29. South Middleborough Filling Station, 562 Wareham Street
30. South Middleborough Filling Station, 562 Wareham Street, 1930 view
31. South Middleborough Scout Cabin, 563 Wareham Street, looking northwest
32. South Middleborough Methodist Church, 563 Wareham Street, looking northeast and showing the South Middleborough Cemetery behind and the Cemetery Receiving Tomb in right background
33. South Middleborough School, 564 Wareham Street, looking southwest
34. South Middleborough School, 564 Wareham Street, ca. 1915 view
35. South Middleborough Cemetery, 565 Wareham Street, looking northwest from Wareham Street and showing the South Middleborough Methodist Church in left background
36. South Middleborough Fire Station, 566 Wareham Street, looking southwest
37. Middleboro, Wareham & Buzzards Bay Street Railway Waiting Room, 567 Wareham Street, looking northeast
38. "Stone House," 567 Wareham Street, looking northeast
39. Ephraim H. Gammons House, 569 Wareham Street, looking north
40. Ephraim H. Gammons House, 569 Wareham Street, ca. 1915 view
41. South Middleborough Grange Hall, 570 Wareham Street, looking southwest
42. South Middleborough Grange Hall, 570 Wareham Street, ca. 1916 view
43. Feltch Cottage, 571 Wareham Street, looking northwest
44. John Feltch House, 573 Wareham Street, looking northwest
45. Witham-Boutin House, 575 Wareham Street, looking northwest
46. Benson-Mostrom House, 576 Wareham Street, looking southwest
47. John S. Benson House, 577 Wareham Street, looking northeast
48. Pete & Muriel's, 578 Wareham Street, looking southeast
49. Pete & Muriel's., ca. 1960 view (from 1964 postcard, Yankee Colour Corp., Framingham, MA)

(end)



TOWN OF MIDDLEBOROUGH
PLYMOUTH COUNTY, MASSACHUSETTS



87	88	89
93		95
100	101	102

[illegible]

THESE PLANS ARE FOR TAX ASSESSMENT ORIENTATION PURPOSES ONLY. THE FIGURES GIVEN ARE NOT THE RESULTS OF GROUND SURVEY, AND ARE NOT TO BE USED FOR WRITING DEEDS OR OTHER INSTRUMENTS.



TAX MAP 94

SOUTH MIDDLEBOROUGH HD, MIDDLEBOROUGH (PLYMOUTH), MA

Assessor's Map #	MHC #	Name/Function	Street Address	Date	Style	Resource/Type	Photo #
101-1462	164	Edward E. Sisson House Blacksmith Shop & Garage	1 Locust Street	ca. 1883 ca. 1874 1917, 1923	Greek Rev / Queen Anne Tudor Revival/Craftsman	C/B C/B	1
		Sisson Barn		late 19th c.		C/B	
101-1456		house	5 Locust Street	1994	Raised ranch	NC/B	
101-1425	785	Smith-LeBaron-Hunt House Hunt Barn garage	6 Locust Street	ca. 1800 19th c. early 20th c.	Colonial	C/B C/B C/B	2, 3
101-1457	786	William L. Greeley House	9 Locust Street	1950-51	Neo-colonial Revival	C/B	
101-1443	787	Melville T. Matthews House Matthews garage	10 Locust Street	1949 ca. 1950	Neo-colonial Revival	C/B C/B	4
094-6032	788	Ebenezer Smith House	8 Spruce Street	1872		C/B	5
094-6064	789	Chester E. Smith House Smith garage	9 Spruce Street	1922 1920s		C/B C/B	6
094-6039	790	Arthur F. Nye House	10 Spruce Street	1909	Colonial Revival	C/B	7
094-6067		Everett W. Collins House Collins garage	11 Spruce Street	early 20th c. mid 20th c.	Neo-colonial Revival	C/B C/B	
094-6095		house	13 Spruce Street	2006	Neo-colonial Revival	NC/B	
094-6148		Ryder-Bisbee House	14 Spruce Street	ca. 1878	Greek Rev / Italianate	C/B	8, 9
094-5099	792	John E. Smith House commercial garage commercial garage	15 Spruce Street	ca. 1850 ca. 1960 1986	Greek Revival	C/B NC/B NC/B	10
094-6176	793	Baptist Parsonage Parsonage Barn	16 Spruce Street	ca. 1773 late 18th c.	Colonial	C/B C/B	11 12
101-511		house	17 Spruce Street	1972	Ranch	NC/B	
101-517		house	19 Spruce Street	1965	Ranch	NC/B	
101-524		George H. Vaughan House	20 Spruce Street	ca. 1904	Greek Revival	C/B	13
101-549	795	Parsonage Sears Barn barn	21 Spruce Street	ca. 1845 mid 19th c. late 20th c.	Greek Revival	C/B C/B NC/B	14, 15 14, 15
101-552	796	Frederick E. Braley House Braley Garage	22 Spruce Street	ca. 1900 1922	Greek Rev / Italianate Craftsman	C/B C/B	16
101-575		Robert B. Hatch House	23 Spruce Street	1869	Greek Revival	C/B	
101-1332		Bump-Collins House	26 Spruce Street	ca. 1948	Neo-colonial Revival	C/B	

SOUTH MIDDLEBOROUGH HD, MIDDLEBOROUGH (PLYMOUTH), MA

Assessor's Map #	MHC #	Name/Function	Street Address	Date	Style	Resource/Type	Photo #
101-1353	798	Alden D. Wilbur House	27 Spruce Street	1940-41	Neo-colonial Revival	C/B	
101-1363	165	James M. Clark House and Store Clark Barn	28 Spruce Street	ca. 1865	Greek Revival	C/B	17
101-1392		house	29 Spruce Street	mid 19th c.		C/B	
101-1349	799	Herbert W. Tripp House barn	31 Spruce Street	2005	Raised ranch	NC/B	
				1908	Colonial Revival	C/B	
				early-mid 20th c.		C/B	
		large metal barn		late 20th c.		NC/B	
101-1471	1000	S. Middleborough Store	32 Spruce Street	ca. 1890	Greek Revival	C/B	18, 19
101-2241		Clarence H. Ryder House	33 Spruce Street	1919	Bungalow	C/B	
		Ryder Workshop and Garage		1920	Craftsman	C/B	
101-1479		house	34 Spruce Street	1960	Ranch	NC/B	
101-2251	166	Smith-Wallen-Ryder House	36 Spruce Street	ca. 1803	Colonial	C/B	20
		Smith-Wallen Barn		19th c.		C/B	21
		shed		19th c.		C/B	
094-6118		"White and Gold House"	544 Wareham Street	ca. 1958	Ranch	C/B	
094-6185		Winifred Perry House	554 Wareham Street	ca. 1952		C/B	
		garage		2008		NC/B	
101-566	1002	Williams' Trading Post	556 Wareham Street	1949		C/B	22, 23
				1970s, 2005			
		Greenhouse		mid 20th c.		C/B	
		Greenhouse		mid 20th c.		C/B	
101-685	1002	2nd Thomas Bros. Store	560 Wareham Street	1948	Commercial	C/B	24
101-696	163	Sisson's Diner	561 Wareham Street	ca. 1901	converted streetcar	C/St	25, 26
				addit. 1926			
101-698	1004	Lucy Braley's Candy Kitchen	562 Wareham Street	ca. 1925		C/B	27, 28
	1003	S. Middleborough Garage		1926-27		C/B	29, 30
	1003	S. Middleborough Filling Station		1926-27	Craftsman	C/B	29, 30
101-771	2004	S. Middleborough Scout Cabin	563 Wareham Street	1909, 1938	Rustic	C/B	31
101-772	160	S. Middleb. Methodist Church	563 Wareham Street	1841	Greek Rev / Italianate	C/B	32
				alt. 1874-75			
				1879, 1929-			
				1930			
101-1518	162	S. Middleborough School	564 Wareham Street	1882, 1952-53	Greek Revival	C/B	33, 34

SOUTH MIDDLEBOROUGH HD, MIDDLEBOROUGH (PLYMOUTH), MA

Assessor's Map #	MHC #	Name/Function	Street Address	Date	Style	Resource/Type	Photo #
101-782		S. Middleborough Cemetery	565 Wareham Street	1768		C/Si	35
		Receiving tomb		1923-24		C/O	
101-1527	161	S. Middleborough Fire Station	566 Wareham Street	1955-57	Rustic	C/B	36
		Pavilion		1950s		C/St	
101-2251		Wallen Memorial Park	Wareham Street	late 1950s		C/Si	
101-797	1006	trolley Waiting Room	567 Wareham Street	ca. 1901	Craftsman	C/St	37
	159	"Stone House"		1828	Gothic Revival	C/B	38
		Cabin		early 20th c.		C/B	
101-1611	1007	Ephraim H. Gammons House	569 Wareham Street	ca. 1870	Greek Revival	C/B	39, 40
101-1644	158	S. Middleborough Grange Hall	570 Wareham Street	1916	Craftsman	C/B	41, 42
101-1615	1008	Feltch Cottage	571 Wareham Street	ca. 1871	Greek Revival	C/B	43
		garage		early 20th c.		C/B	
101-1616	1009	John Feltch House	573 Wareham Street	ca. 1871	Greek Rev / Queen Anne	C/B	44
		barn		late 19th c.		C/B	
101-1629	1010	Witham-Boutin House	575 Wareham Street	ca. 1862	Greek Revival	C/B	45
		roadside stand		1930s		C/St	
		garage		late 19th c.		NC/B	
101-1658	157	Benson-Mostrom House	576 Wareham Street	1917	Craftsman	C/B	46
		garage		1933		C/B	
		garage		ca. 1950		C/B	
101-1663	1011	John S. Benson House	577 Wareham Street	ca. 1860	Greek Revival	C/B	47
		barn		20th c.		C/B	
101-1694	1012	"Pete & Muriel's"	578 Wareham Street	1956-57	Commercial	C/B	48, 49
				addit. 1966			
102-947		mobile home	579 Wareham Street	1965		NC/B	
102-949	1013	Roy's Garage	581 Wareham Street	ca. 1935		C/B	
		Roy B. horton House		ca. 1950	Dutch Colonial Revival	C/B	
				68	Noncontributing Buildings		13
				2			
				4			
				1			
TOTAL				74			13

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property _____

County and State _____

Section number _____ Page _____

Name of multiple property listing (if applicable) _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 09000438

Date Listed: 6/19/2009

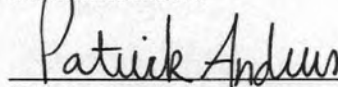
Property Name: South Middleborough Historic District

Multiple Name:

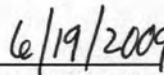
County: Plymouth

State: Massachusetts

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper



Date of Action

=====

Amended Items in Nomination:

This SLR is issued to delete an Area of Significance. The Area of Significance "Entertainment/Recreation" is listed in Section 8 of the form, but it is not directly justified in the nomination. In consultation with the MA SHPO, this Area of Significance is deleted.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY South Middleborough Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Plymouth

DATE RECEIVED: 5/08/09 DATE OF PENDING LIST: 5/26/09
DATE OF 16TH DAY: 6/10/09 DATE OF 45TH DAY: 6/21/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000438

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: Y SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

✓ ACCEPT _____ RETURN _____ REJECT _____ 6/19/2009 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A&C

REVIEWER Patrick Andrus DISCIPLINE Historic

TELEPHONE _____ DATE 6/19/2009

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.



ELMER E. Sisson HOUSE

1 LOCUST STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 1



SMITH-LEBARON-HUNT HOUSE

6 LOWST STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH COUNTY / MASSACHUSETTS

PHOTO NO. 2



SMITH-LEBARON-HUNT HOUSE AND HUNT BARN, c. 1900
6 LOWST STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS
PHOTO NO. 3



MELVILLE T. MATTHEWS HOUSE

10 LOWST STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH /PLYMOUTH CO. /MASSACHUSETTS

PHOTO NO. 4



EBENEZER SMITH HOUSE

8 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 5



CHESTER E. SMITH HOUSE

9 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 6



ARTHUR F. NYE HOUSE

10 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 7



RYDER - BISBEE HOUSE

14 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 8



RYDER-BISBEE HOUSE (FACADE)

14 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 9



JOHN E. SMITH HOUSE

15 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 10



SOUTH MIDDLEBOROUGH BAPTIST PARSONAGE

16 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 11



PARSONAGE BARN

16 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 12



GEORGE H. VAUGHAN HOUSE
20 SPRUCE STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS
PHOTO NO. 13



SOUTH MIDDLEBOROUGH METHODIST PARSONAGE AND
SEARS BARN

21 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 14



SOUTH MIDDLEBOROUGH METHODIST PARSONAGE AND
SEARS BARN, 1958

21 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 15



FREDERICK E. BRALEY HOUSE

22 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 16



JAMES M. CLARK HOUSE AND STORE

28 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 17



SOUTH MIDDLEBOROUGH STORE

32 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH /PLYMOUTH CO. /MASSACHUSETTS

PHOTO NO. 18

Store.



SOUTH MIDDLEBOROUGH STORE, C. 1915

32 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 19



SMITH-WALKEN - RYDER HOUSE

36 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 20



SMITH-WALKEN BARN

36 SPRUCE STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH /PLYMOUTH CO./MASSACHUSETTS

PHOTO NO. 21



WILLIAMS' TRADING POST
556 WAREHAM STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH /PLYMOUTH CO. /MASSACHUSETTS
PHOTO NO. 22



WILLIAMS' TRADING POST, EARLIEST (CENTRAL) SECTION
556 WAREHAM STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / PUTNAM CO. / MASSACHUSETTS
PHOTO NO. 23



SECOND THOMAS BROTHERS STORE
560 WAREHAM STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS
PHOTO NO. 24



SISSON'S DINER

561 WARREN STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLUMM CO. / MASSACHUSETTS

PHOTO NO. 25



SISSON'S DINER

561 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 26



LUCY BRALEY'S CANDY KITCHEN
PLYMOUTH COUNTY, MASSACHUSETTS
PHOTOGRAPH 27



LUCY BRALEY'S
CANDY KITCHEN

SALT WATER TAFFY

LUCY BRADLEY'S CANDY KITCHEN AND SOUTH MIDDLEBOROUGH
GARAGE, LATE 1930s

562 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 28



SOUTH MIDDLEBOROUGH FILLING STATION
PLYMOUTH COUNTY, MASSACHUSETTS
PHOTOGRAPH 29



SOUTH MIDDLEBOROUGH FILLING STATION AND SOUTH
MIDDLEBOROUGH GARAGE, C. 1930
562 WAREHAM STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS
PHOTO NO. 30



SOUTH MIDDLEBOROUGH SCOUT CABIN
563 WARREN STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / FLYMOUTH CO. / MASSACHUSETTS
PHOTO NO. 31



SOUTH MIDDLEBOROUGH METHODIST CHURCH
563 WAREHAM STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS
PHOTO NO. 32



SOUTH MIDDLEBOROUGH SCHOOL
PLYMOUTH COUNTY, MASSACHUSETTS
PHOTOGRAPH 33

School House, South Middleboro, Mass. 1894-5.



SOUTH MIDDLEBOROUGH SCHOOL, c. 1915

564 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 34



SOUTH MIDDLEBOROUGH CEMETERY

565 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 35



SOUTH MIDDLEBOROUGH FIRE STATION

566 WARREN STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 36



MIDDLEBORO, WAREHAM & BUZZARDS BAY STREET
RAILWAY WAITING ROOM

567 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 37



"STONE HOUSE", MAY 2005

567 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 38



EPHRAIM H. GAMMONS HOUSE
569 WAREHAM STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / PUTNAM CO. / MASSACHUSETTS
PHOTO NO. 39

Post Office.



EPHRAIM H. GAMMONS HOUSE, c. 1915

569 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 40



SOUTH MIDDLEBOROUGH GRANGE HALL

570 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / FLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 41



Garage, S. Middleboro, Mass.

1774-6-11

SOUTH MIDDLEBOROUGH GRANGE HALL, C. 1916

570 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 42



FELTON COTTAGE

571 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 43



JOHN FELTON HOUSE

573 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS

PHOTO NO. 44



WILLIAM-BATIN HOUSE
575 WAREHAM STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / FLYMOUTH CO. / MASSACHUSETTS
PHOTO NO. 45



BENSON-MOSTROM HOUSE
576 WAREHAM STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / PLYMOUTH CO. / MASSACHUSETTS
PHOTO NO. 46



JOHN S. BENSON HOUSE
577 WAREHAM STREET
SOUTH MIDDLEBOROUGH HISTORIC DISTRICT
MIDDLEBOROUGH / PLUMATH CO. / MASSACHUSETTS
PHOTO NO. 47



PETE & MURIEL'S

578 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH /PLYMOUTH CO./MASSACHUSETTS

PHOTO NO. 48

**Pete & Muriel's
FINE FOODS**

Heritage *ice cream* *Heritage*

CHARCO-BROILED FOODS

Breakfast • LUNCH • DINNERS

HOME MADE PASTRIES

TABLE SERVICE

**Pete & Muriel's
Fine Foods**



PETE & MURIEL'S, c. 1960

578 WAREHAM STREET

SOUTH MIDDLEBOROUGH HISTORIC DISTRICT

MIDDLEBOROUGH / RUMFORD CO. / MASSACHUSETTS

PHOTO NO. 49



SOUTH MIDDLEBOROUGH
HISTORIC DISTRICT

MIDDLEBOROUGH
PLYMOUTH COUNTY
MASSACHUSETTS

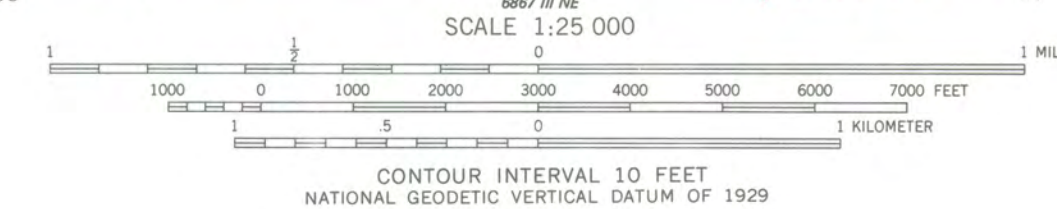
UTM REFERENCE NOS.

① 19. 347480. 4632000
② 19. 348680. 4632000
③ 19. 348680. 4631140
④ 19. 347480. 4631140

Mapped, edited, and published by the Geological Survey
Control by USGS, NOS/NOAA, and Massachusetts Geodetic Survey
Planimetry by photogrammetric methods from aerial photographs
Topography by planetable surveys 1937-1938. Revised from
aerial photographs taken 1974. Field checked 1975

Polyconic projection. 1927 North American datum
10,000-foot grid ticks based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid,
zone 19

UTM GRID AND 1975 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



ROAD CLASSIFICATION

Primary highway, hard surface ——— Light-duty road, hard or improved surface ———

Secondary highway, hard surface ——— Unimproved road ———

○ Interstate Route ○ U. S. Route ○ State Route

QUADRANGLE LOCATION

SNIPATUIT POND, MASS.
N4145—W7045/7.5
1977
AMS 6967 IV SE—SERIES Y814

FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



THE GRANGE

SOUTH MIDDLEBOROUGH GRANGE #337

RECEIVED

MAR 10 2009

MASS. HIST. COMM

March 7, 2009

Ms. Betsy Friedberg
National Register Director
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Dear Ms. Friedberg:

On behalf of the officers and members of South Middleborough Grange #337, please accept this letter of support for the application submitted by the Town of Middleborough Historical Commission for the proposed South Middleborough National Register Historic District.

Organized in 1913 by ninety-six charter members, our organization continues to preserve our rich ancestral history through the exemplification of our traditional grange meetings, community activities and annual agricultural fair. Equally important, our organization has worked hard to maintain and preserve our grange hall constructed in 1916 with timber from local sawmills and rock excavated locally. If awarded, the historic district designation would be symbolic of the important role played by the South Middleborough Grange throughout the last century.

Please consider awarding the South Middleborough National Register Historic District in recognition of the historical significance of the South Middleborough Grange and our neighboring properties which contribute to the overall charm and historical character displayed within South Middleborough.

Sincerely,

Shawn Gaudette
Master (President) of South Middleborough Grange #337
190 Cherry Street
Middleborough, MA 02346

c: Town Manager
Board of Selectmen
Historical Commission



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



April 30, 2009

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

Dear Mr. Loether:

Enclosed please find the following nomination form:

South Middleborough HD, Middleborough (Plymouth Co.), 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 properties in the district were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

One letter of support has been received.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Jane Lopes, Michael Maddigan, Middleborough Historical Commission
Adam Bond, Middleborough Board of Selectmen
Michael Labonte, Middleborough Planning Board