



NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Boston Historic District
other names/site number N/A

2. Location

street & number Roughly bounded by US 84 on the north, Roundtree and S. Oak Streets on the east, Washington Street on the south, and W. Jefferson and W. Railroad Streets on the west

city, town Boston () vicinity of
county Thomas code GA 275
state Georgia code GA zip code 31626

() not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property:

- building(s)
- district
- site
- structure
- object

Number of Resources within Property:	<u>Contributing</u>	<u>Noncontributing</u>
buildings	192	140
sites	2	0
structures	5	0
objects	0	0
total	199	140

Contributing resources previously listed in the National Register: N/A

Name of previous listing: N/A

Name of related multiple property listing: N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination 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 the National Register criteria. () See continuation sheet.

W. Ray Luce
Signature of certifying official

2-19-07
Date

for W. Ray Luce
Historic Preservation Division Director
Deputy State Historic Preservation Officer

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

Signature of commenting or other official

Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register

() determined eligible for the National Register

() determined not eligible for the National Register

() removed from the National Register

() other, explain:

() see continuation sheet

Daniel J. Vukobratovic 5/1/07

for

Keeper of the National Register

Date

6. Function or Use

Historic Functions:

DOMESTIC/SINGLE DWELLING
DOMESTIC/MULTIPLE DWELLING
DOMESTIC/HOTEL
COMMERCE/TRADE/PROFESSIONAL/LAW OFFICE
COMMERCE/TRADE/FINANCIAL INSTITUTION/BANK
COMMERCE/TRADE/SPECIALTY STORE/AUTOMOBILE SHOWROOM
COMMERCE/TRADE/SPECIALTY STORE/HARDWARE STORE
COMMERCE/TRADE/DEPARTMENT STORE/GENERAL STORE
COMMERCE/TRADE/DEPARTMENT STORE/DEPARTMENT STORE
COMMERCE/TRADE/WAREHOUSE
SOCIAL/MEETING HALL
GOVERNMENT/CITY HALL
GOVERNMENT/CORRECTIONAL FACILITY/POLICE STATION
GOVERNMENT/FIRE STATION
GOVERNMENT/POST OFFICE
GOVERNMENT/PUBLIC WORKS/ELECTRIC GENERATING PLANT
EDUCATION/SCHOOL
EDUCATION/LIBRARY
RELIGION/RELIGIOUS FACILITY/CHURCH
FUNERARY/CEMETERY
AGRICULTURE/SUBSISTENCE/PROCESSING
AGRICULTURE/SUBSISTENCE/AGRICULTURAL FIELD/ORCHARD
INDUSTRY/PROCESSING/EXTRACTION/MANUFACTURING FACILITY
TRANSPORTATION/RAIL-RELATED/RAILROAD
TRANSPORTATION/RAIL-RELATED/TRAIN DEPOT

Current Functions:

DOMESTIC/SINGLE DWELLING
DOMESTIC/MULTIPLE DWELLING
COMMERCE/TRADE/PROFESSIONAL/LAW OFFICE
COMMERCE/TRADE/SPECIALTY STORE
COMMERCE/TRADE/WAREHOUSE
GOVERNMENT/CITY HALL
GOVERNMENT/CORRECTIONAL FACILITY/POLICE STATION
GOVERNMENT/PUBLIC WORKS/ELECTRIC GENERATING PLANT
EDUCATION/LIBRARY
RELIGION/RELIGIOUS FACILITY/CHURCH
FUNERARY/CEMETERY
AGRICULTURE/SUBSISTENCE/PROCESSING
AGRICULTURE/SUBSISTENCE/AGRICULTURAL FIELD/ORCHARD
INDUSTRY/PROCESSING/EXTRACTION/MANUFACTURING FACILITY
TRANSPORTATION/RAIL-RELATED/RAILROAD

TRANSPORTATION/RAIL-RELATED/TRAIN DEPOT

7. Description

Architectural Classification:

MID-19TH CENTURY/GREEK REVIVAL
LATE VICTORIAN/QUEEN ANNE
OTHER/FOLK VICTORIAN
LATE 19TH AND 20TH CENTURY REVIVALS/CLASSICAL REVIVAL/NEOCLASSICAL REVIVAL
LATE 19TH AND 20TH CENTURY REVIVALS/MEDITERRANEAN REVIVAL
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/COMMERCIAL STYLE
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/CRAFTSMAN
OTHER/SINGLE PEN
OTHER/CENTRAL HALLWAY
OTHER/GEORGIAN COTTAGE
OTHER/SHOTGUN
OTHER/QUEEN ANNE COTTAGE
OTHER/NEW SOUTH COTTAGE
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/BUNGALOW
OTHER/I-HOUSE
OTHER/GEORGIAN HOUSE
MODERN MOVEMENT/RANCH

Materials:

foundation Wood/Weatherboard; Brick;
walls Brick; Stone/Granite; Concrete
roof Metal/Tin; Asphalt
other N/A

Description of present and historic physical appearance:

Boston is a small railroad community located 12 miles east of Thomasville, in rural Thomas County, in southwest Georgia. The Boston Historic District encompasses the historic commercial, residential, industrial, transportation, and community landmark resources associated with the development of the town. The town of Boston was originally located southeast of Thomasville, but was relocated to its present site when the Atlantic & Gulf Railroad (now Seaboard Coast) tracks were laid in 1860. Boston was incorporated in 1870.

The historic commercial development in Boston is concentrated around the intersection of Main Street and Jefferson Street (Old Georgia Highway 84) in the center of the district. Most of the buildings in downtown Boston date from the 1870s through the 1950s. The rows of attached historic stores are oriented towards Main Street and Jefferson Street and feature the Commercial and Classical Revival styles. The buildings were constructed along front lot lines and are flush with the sidewalks. The rows of attached and freestanding stores feature one- to two-story height, decorative brick detailing along the cornices and above doors and windows, flat-arched windows, recessed

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storefronts, and large display windows. Good examples of the Commercial style include the buildings lining both sides of Main Street (photographs 2, 3, 4, and 5). These buildings housed general stores, pharmacies, livery and feed stores, and lawyers' offices. One building of note is the Farmers and Merchants Bank, located on Main Street (photograph 3, left). The bank was incorporated in 1890 and was located on Main Street as early as 1898. It is unclear as to whether the bank was originally called Farmers and Merchants before 1916 when the current marble façade and tile entranceway were added to the building. The building later served as a post office, and today is Boston City Hall. The district also contains two historic gas stations (photographs 8, foreground, and 9, background) located on Jefferson Street. Jefferson Street, which was Georgia Highway 84, was the first paved road in south Georgia.

The district contains an excellent collection of houses constructed from the late 19th century to the mid-20th century, representing a variety of architectural styles and house types. The residential areas surround the downtown core of Boston. The historically white neighborhoods are located south of the railroad tracks and the central business district; the historically African-American area of Boston is located north of the tracks and downtown. Both areas include churches and other community-related institutions.

Houses in the historic district are one- and two-story buildings constructed of wood and brick; a few are stuccoed. The architectural styles and house types present in the district have been identified as important in Georgia during the historic period in Georgia's Living Places: Historic Houses in Their Landscaped Settings, a statewide context. Architectural styles represented include Queen Anne, Folk Victorian, Stick, Neoclassical Revival, Mediterranean Revival, and Craftsman. House types include central hallway, Georgian cottage, shotgun, gabled ell cottage and gabled ell house, Queen Anne cottage, New South cottage, Georgian house, I-House, bungalow, and ranch.

Architectural styles represented in the district begin with the Queen Anne style. The Queen Anne style, Georgia's most popular 19th-century style, features such characteristics as steeply pitched roofs with an irregular configuration, a dominant front-facing gable, and an asymmetrical façade with a partial or full-width porch that is usually one-story in height. It is represented in relatively small numbers in the Boston Historic District (photograph 29, left, for example). Folk Victorian-style houses were built in large numbers across Georgia from the 1870s to the 1910s. The houses usually feature simple forms with porches with spindle detailing, jigsaw trim, cornice brackets, and gable decoration. The Folk Victorian style is well represented in the Boston Historic District (photographs 18, right, and 19, right, for example). An unusual style in Georgia is the late 19th-century Stick style featuring the expression of its wood-framed structure through the application of exterior face boards framing the weatherboard siding; one example with elements of the Stick style is present in the Boston Historic District (photograph 26, left). The Neoclassical Revival style was very popular in Georgia from the late 1890s into the 1920s. The most common feature of the style is a dominant full-height front portico supported by classical columns. It is often coupled with a one-story full-façade porch. Other characteristics include a symmetrical façade, a central entrance with fanlights, sidelights, and transoms, and a low-pitched hipped roof. Most Georgia small towns

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including Boston have at least one example of this style (photograph 34). The most popular style in Georgia in the early 20th century was the Craftsman style. Houses of this style were built across the state in rural, small town, and urban settings from the 1910s through the 1930s. Features of the Craftsman style include the use of a variety of materials, low-pitched roofs that can be gabled or hipped, wide eave overhangs, exposed rafter tails, and porches with short square columns on heavy masonry piers. The Boston Historic District contains several examples (photograph 31, for example). Less common in small towns is the Mediterranean style, with its asymmetrical form, stuccoed walls, and tiled roofs. There are several modest examples of this style in the Boston Historic District (photographs 10 and 18, left).

Many different house types (defined by their floor plan and overall form) spanning the entire historic period are present in the Boston Historic District. The central hallway cottage was very popular in Georgia throughout the 19th century and is well represented in this district (photographs 29, left; 36, left; and 44, left). It consists of a central hallway between two rooms in the main body of the house. The gabled-ell or gabled-wing house is another common house type in Georgia; it consists of a two-room-deep front-gable section and a recessed, one-room-deep side-gabled wing. Several examples of this house type are present in the Boston Historic District (photograph 22, for example). The Georgian Cottage, possibly the longest-lived house type in Georgia, was constructed in almost all periods of Georgia's history, but mostly between 1850 and 1890. The plan is square, or nearly so, and consists of a central hallway with two rooms on either side, and chimneys are usually between each pair of rooms. Several good examples of this house type exist in the district (photographs 1, left; and 13, left). Similar to the Georgian Cottage, but with offset rooms on either side of the central hall creating an asymmetrical effect, is the New South Cottage. Popular in the 1880s and 1890s, it too is well represented in the Boston district (photographs 11, right; 12, right; and 30, left). The Queen Anne Cottage was popular in Georgia at about the same time. Like the Georgian and New South cottages, it features a broad hipped roof, but unlike those two types, it does not have a central hall, and its massing is more irregular. Several examples exist in the Boston Historic District (photograph 38, for example) along with a much-less-common example of its two-story version, the Queen Anne House (photographs 26, left, and 68). The shotgun is one of Georgia's better-known house types. Built primarily between the 1870s and 1920s, shotgun houses are one room wide and two or more rooms deep. There is no hallway, and all doors typically line up front to back. Shotgun houses are generally associated with African-American neighborhoods, as are the ones in the Boston Historic District (photograph 43, left and center). The bungalow was a very popular house type in all regions of Georgia from 1900 to 1930. It is often associated with the Craftsman style. The house form is long and low with an irregular floor plan of rectangular shape, and integral porches are common. This house type is represented in the Boston Historic District but not in the numbers found in some other small communities (photographs 31, right, and 42). The I-House, so called because it is a common house type in Midwestern states beginning with the letter "I" (Illinois, Iowa, and Indiana), is far less common in Georgia, although they were built from the late 18th century through the early 20th century. I-Houses are two stories high, one room deep, and at least two rooms wide, with a distinctive tall, narrow profile. At least one example of an I-House is present in the Boston Historic District (photograph 14). Mid-20th-century ranch houses are found virtually everywhere in

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Georgia. Several ranch houses are present in the Boston Historic District (photographs 25, left; and 40).

The historic houses near downtown share common setbacks while houses on the outskirts of town differ in their positions on lots. Lots sizes vary greatly in the district with houses close to downtown on smaller lots and houses further from town on larger some with associated land. Landscaping in the district includes mature trees, foundation plantings, grass lawns, sidewalks, and walkways leading to houses, and some historic granite curbing is visible. Some houses also retain their historic outbuildings.

Community landmark buildings in the Boston Historic District include a variety of local civic buildings and several churches.

The Boston Masonic Lodge (not photographed), constructed in 1921, is located in the downtown business district. It is a two-story brick building with decorative brick detailing and the Masonic symbol along the cornice. First-floor windows are paired one-over-one windows with single-pane transoms. Second-floor windows are two-over-two configuration. The building also features a corner entrance. The lodge was established in 1848 and forfeited its charter in 1932. The building has been used as City Hall, Boston Telephone Company, a garage, a radio shop, a candy company, and apartments. Today the building is a residence.

Boston City Hall, at 120 S. Main Street on the edge of the central business district, was built c.1875 (photograph 7). It is a two-story, three-bay, brick "storefront" building with brick pilasters and a raised brick parapet. It originally served as the city hall and fire department.

The Carnegie Library (photograph 62, right) was built 1913-1914 a block south of the central business district on S. Main Street. It is a buff-brick Neoclassical-style building, one story high on raised basement, with a projecting pedimented front portico with two columns set *in antis* in the front entry.

The "Lodge Hall" (photograph 63) is an African-American fraternal lodge hall built sometime prior to 1916 when it first appears on a Sanborn Fire Insurance map. The building is located north of the railroad tracks at 430 N. Main Street. It is a front-gabled, wood-framed, weatherboard building, two stories tall, with a centered front entry, shuttered windows on both floor levels, and simple wood detailing. It is centrally located with Boston's African-American neighborhood.

Churches in the Boston Historic District include the following:

The Colored Methodist Episcopal Church (not photographed) at 503 N. Johnson at Garnett streets is a simple gable-front building with non-historic vertical siding. The front portico-vestibule appears to be a later addition or enclosure. The building was built prior to 1924 when it first appears on a Sanborn Fire Insurance map.

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St. John's African Methodist Episcopal Church (photograph 64) is located at 347 N. Main Street. It is a wood-framed and weatherboard building with a broad front gable roof and a partially projecting and partially embedded corner tower topped by a small cupola. The off-centered entrance appears to be an alteration of the original wider recessed entry porch.

Boston Primitive Baptist Church (c.1900), at the corner of Adams and Green streets is a wood-framed gable-roofed, gable-front building (photograph 60; also 31, left—rear view). It features tall, narrow, rectangular windows with clear-glass panes and a short embedded corner tower with battered walls and decorative shingling. The front single entry has been altered from the original centered window flanked by double sets of entry doors.

Boston Methodist Church (photograph 62) is located one block south of downtown on S. Main Street, next to the Carnegie Library. The original church building on this site was built 1872. It was replaced after a fire in 1876. The replacement building was veneered in brick in 1909. The brick-veneered building was partially reconstructed after a 1945 fire. It features two unequal-height wood corner towers with pent roofs, a broad hipped roof, round-arched windows, and a large round-arched window flanked by two front doors.

Boston Baptist Church (photograph 61), across S. Main Street from the Carnegie Library, was built in 1913. It is a monumental, Neoclassical-style, red-brick building with a cruciform plan. It features pedimented porticoes with engaged columns on each façade (except the rear), tall roundheaded stained-glass windows, and a drum-like central dome.

Boston Presbyterian Church (photograph 59) is located at 429 W. Jefferson Street, in the western reach of the district, just north of the city cemetery. This building is believed to be the only structure moved from the former settlement of Boston in 1861. At that time its name was changed from McIntosh Church to Bethany Presbyterian Church. For many years it was the only church building in Boston. The building is a wood-framed structure, originally three bays deep and two wide; in 1908 it was expanded toward the front (possibly enclosing an original porch or portico) and a new entry vestibule under a three-tiered centered tower was constructed. In 1910, the name of the church was changed to Boston Presbyterian Church.

Trinity Missionary Baptist Church (photograph 65) is located at 405 W. Railroad Street, in the western extent of district, between W. Railroad and W. Jefferson streets. It is a front-gabled brick or brick-veneered building with round-arched windows, two unequal-height towers, and a central entrance. No date of construction has been provided for this building; it appears to date from the turn of the century and may have been brick-veneered at a later (pre-World War II) date.

The Boston Historic District also contains a few industrial and rail-related resources along the rail line. The rail line itself (photographs 16, 17, 51, 52, 54) runs east-west through Boston, just north of downtown. The surviving waiting room-and-office section of the 1902 Atlantic Coast Railroad Depot

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is located south of the rail line and northwest of downtown (photograph 52). It is a simple one-story brick building with a hipped tin roof. The rear freight room no longer exists. Near the depot are several long, narrow, wood-framed, corrugated-metal-sheathed warehouses constructed in the early 20th century (photograph 6) and, on the opposite side of the tracks, several mid-20th-century open-air "drying sheds" for agricultural products (photographs 51, 54). Also just north of the railroad tracks are the city's elevated water tank and the local electrical generating plant and water pumping station, all dating from c.1900 (photographs 51 and 53). Along the railroad corridor are two complexes of mid-20th-century corrugated-metal "Butler"-type silos (photographs 51, 55, 56, 57), which replaced earlier warehouses and small industrial buildings along the tracks after World War II.

The district contains two cemeteries. Boston City Cemetery is located behind Boston Presbyterian Church in the western portion of the district (photographs 66 and 67). Monuments in the cemetery include obelisks and slabs that feature funerary art typical of the 19th and 20th centuries. Other features of the cemetery include low stone walls, granite and cement coping, and iron fences delineating plots. Mature trees are located in parts of the cemetery. A second cemetery adjoining Boston City Cemetery is also located behind the Methodist church.

Landscaping in the district includes large mature trees, foundation plantings, sidewalks, and granite curbing. At least two larger residential properties in the district have pecan orchards, a common agriculturally related landscape feature in small towns and rural areas of southwest Georgia. The areas outside of the district boundaries are comprised of agricultural fields and some small-scale modern development.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria:

A B C D

Criteria Considerations (Exceptions): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

Architecture
Commerce
Community Planning and Development
Transportation

Period of Significance:

c.1860-1956

Significant Dates:

c.1860--settlement of Boston moved to current location
1860--Atlantic Coastline Railroad tracks completed through current location of Boston
1870--Town of Boston incorporated

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

N/A

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Section 8—Statement of Significance

Statement of significance (areas of significance)

The Boston Historic District represents the historical development of this rural community from its founding at this location along the railroad in 1860 through the end of the historic period. It encompasses the community's historic commercial, residential, industrial, transportation, and community landmark buildings and structures as they developed and filled in the 1860 plan from the 1870s through 1956. It represents a very nearly intact small rural community in southwest Georgia.

The district is significant in the area of architecture for its excellent collection of intact residential, commercial, industrial, and community landmark buildings representing several architectural styles and building types popular in Georgia from the mid-19th century to the mid-20th century. Significant architectural styles well represented by the residential resources within the district include Queen Anne, Folk Victorian, Stick, Neoclassical Revival, Mediterranean Revival, Commercial, and Craftsman. House types well represented within the district include central hallway, Georgian cottage, shotgun, gabled ell cottage, Queen Anne cottage, New South cottage, bungalow, ranch house, I-house, Georgian house, and gabled ell house. These architectural styles and house types have been identified as important in the architecture of Georgia in Georgia's Living Places: Historic Houses in their Landscaped Settings, a statewide context. Commercial buildings in the district include freestanding and attached one- and two-story buildings. Character-defining features of these types of buildings include: freestanding or attached with party walls; simple rectangular forms; oriented to the street, usually in lines or rows with a common setback usually fronting directly on the sidewalk; storefronts with cast-iron or wood columns, large display windows with transom lights and wood or brick bulkheads; architectural ornament primarily on the front and sometimes side facades; parapet rooflines, some with recessed panels; second-story segmental-arched windows; and ornamented projecting cornices. The Boston Historic District also contains architecturally significant community landmark buildings including Boston Presbyterian Church, Boston City Hall, Boston Primitive Baptist Church, Boston Baptist Church, Carnegie Library, Lodge Hall, C.M.E. Church, St. John's A.M.E. Church, and Boston Methodist Church. These buildings generally possess a high degree of craftsmanship as evidenced by architectural details and ornamentation common to architectural styles represented in the district. Industrial and warehouse buildings and structures in the district are good examples of the utilitarian metal- or wood-framed structures sheathed in corrugated metal that typified this kind of development during the first half of the 20th century.

The Boston Historic District is significant in the area of community planning and development and transportation for its intact town plan along the railroad. Originally founded several miles away, the Boston community moved to its current location in 1860 to take advantage of the new rail line. The new town plan incorporated the railroad as its principal physical feature with one major east-west street (Jefferson Street) paralleling the railroad and one major north-south street (Main Street) cutting across both at right angles. Smaller streets filled out the gridiron pattern. This form of town plan is known as the "cross-rail" type and is one of several recognized community plans associated with the development of communities along rail lines in Georgia in the statewide historic context Georgia Community Development and Morphology of Community Types (1989). Key characteristics

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are the perpendicular or cross pattern of the principal street and the railroad and the tight integration of the railroad into the community's development plan. Many Georgia communities were established in conjunction with new railroads in previously rural areas of the state during the second half of the 19th century and the early 20th century. The cross-rail type of community plan was a common layout. In Boston, as in most other similar communities, the original plan has continued to form the physical framework for the community's development up through the mid-20th century. The presence of two historic gas stations in the historic district also contributes to the transportation significance of the district. Jefferson Street, also known as the Old Boston Road, was the first east-west cross-county paved highway in southwest Georgia, predating but later being designated as US Highway 84 (which more recently bypassed the Boston community on new location to the north).

The district is significant in the area of commerce for the central business district located in the center of town, which served the Boston community and the surrounding rural area during the historic period. Such commercial centers generally featured a range of retail stores, offices and professional services, warehouses, artisans, mechanics, entertainment and related services, and communications-related businesses. Extant buildings in the Boston Historic District represent many of these commercial activities including general merchandise, hardware, drug store, banks, law offices, and warehouses. These historic buildings and the commercial activity they represent are directly related to the economic development and prosperity of the community during the 19th and early 20th centuries.

National Register Criteria

The Boston Historic District is eligible for listing in the National Register of Historic Places under Criterion A in the areas of commerce, community planning and development, and transportation for its development as an economic center in Thomas County due in large part to the railroad. The district is eligible for listing under Criterion C in the area of architecture for its intact collection of historic commercial, residential, industrial, and community landmark buildings constructed from the 1860s through the mid-1950s.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance for the Boston Historic District begins in 1860 when the town was relocated to its current location along the newly built railroad. Based on its original 1860 "cross-rail" plan, the town developed around the railroad and the principal town streets from 1860 through 1956, the end of the historic period when documentation for this National Register nomination was compiled. The gridiron street plan laid out at the outset of the town's development in 1860 provided

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the physical framework for development in the area and retains a strong presence in the district today.

Contributing/Noncontributing Resources (explanation, if necessary)

The overall historic integrity of the resources in the Boston Historic District is very high. The historic street plan and railroad corridor, lot layout, placement of commercial buildings and houses, and residential landscaping remain intact. Most of the buildings in the district are houses that exhibit a high degree of integrity with few alterations. Some minor alterations to a small number of houses include artificial siding (for example photographs 21; 26; 50, foreground; and 68), partially enclosed porches (for example photographs 28; 46, foreground and center; and 47, right), and sensitive or historic additions (for example photographs 33, left; 35, left; 41, right background; 44, right; and 46 foreground). These changes do not compromise the historic integrity of the buildings. The commercial buildings in the district also display a high degree of integrity. Some alterations to commercial buildings include the addition of nonhistoric awnings (photograph 2). These changes likewise do not compromise the historic integrity of the buildings.

Contributing resources in the district are those constructed during the historic period that are significant in the areas of architecture, commerce, community planning and development, and transportation. These resources include residential, commercial, industrial, and community landmark buildings that have retained their historic integrity and contribute to the historic context of the district as a whole. The contributing sites in the district are two cemeteries (photographs 66 and 67). The contributing structures in the district are the gridiron street plan that was laid out when Boston began to develop in 1860, the rail line that runs north of downtown, the water tower, and the two silo complexes along the railroad (each interconnected complex counted as "one" structure).

The majority of noncontributing resources in the Boston Historic District were constructed after the period of significance. Most are small mid-to-late 20th-century houses built on historically vacant land in residential blocks; a few replaced earlier houses. There are very few drastically altered historic houses. Noncontributing resources in the district include those constructed after 1956 (for example, photographs 7, center; 20, right foreground; 29, background; 37, right; 41, foreground; 48, right; and 49, right) and those that have lost historic integrity due to major alterations (for example photographs 2, center; and 9, foreground). Significant alterations within the Boston Historic District include substantial additions to historic resources that obscure their historic appearance and loss of integrity through the removal and replacement of historic exterior materials. The noncontributing buildings category does not include vacant lots located throughout the district; many of these appear to have been vacant historically.

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Section 8—Statement of Significance

Developmental history/historic context (if appropriate)

****NOTE: The following history was compiled by Lisa Ryan, preservation program coordinator, April, 2005. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.**

The City of Boston is located in Thomas County, a rural area located in the southwest corner of Georgia. Boston is twelve miles east of Thomasville, the county seat of Thomas County, and nine miles north of the state line of Florida. Creek Indians originally inhabited the area surrounding Boston, which consisted of rolling hills, long leaf pines, wiregrass, and palmetto. In 1814, the Creek Indians ceded the land in the Treaty of Fort Jackson. Thomas County was established in December, 1825. The original settlement of Boston was located southeast of present day Thomasville and was little more than a stagecoach stop in 1826.

In the late 1820s, the hamlet of Boston consisted of a few houses, a church, a mercantile, and a stagecoach stop. There are several differing accounts of how Boston was named. According to the Boston Edition, a 1906 article by Professor Axson Quarterman Moody, Principal of Boston Academy, the name "Boston" derives from the name "Botolph Town", named for Saint Botolph, the noted 17th-century English educator. Other sources indicated that the town was named for Major Thomas M. Boston, a northern traveler who frequently visited Thomas County and the settlement of Boston by stagecoach in the early 1800s. A third account is that Joel Spencer and Eli Graves of Massachusetts named the town. Graves was one of the founding fathers of the Presbyterian Church at the original settlement location. The earliest settlers of Boston included the McLeods, McKinnons, McMillans, and the McIntoshes, who reportedly came to the area in the late 1820s from South Carolina and before that, Scotland. There are three graves from the McIntosh family located on the property that now includes Russell Dairy Farm on Sally Road (outside of district). Many believe that this is the site of the original settlement of Boston, however, maps of Thomas County from 1855 through 1865 show Boston in a different location and on an 1864 topographical map, the town is shown in two locations, neither of which appears to coincide with popular belief.

Regardless of the exact whereabouts of the original settlement, when the railroad tracks were laid in 1860, city leaders made the decision to move the town. The new location was platted beginning in 1860 and Boston was incorporated on October 24, 1870. The appointed commissioners included Thomas Adams, B.A. Stone, A.B. Carson, J. Long, and J.J. Hatchell. The first town limits were one square mile from the Atlantic & Gulf Railroad Depot, which was located near where the extant depot is located just north of downtown. There is little information about the men whose names appear on the 1870 document. According to local history, Mr. B.A. Stone came to Boston from Wilkes County in east central Georgia. He was a farmer and also an agent for the Atlantic & Gulf Railroad. He was married to Mary McIntosh, a descendent of one of the founding families, and they had four children (two boys and two girls). Their daughter, Ruby Stone, went on to marry W.Z. Brantley who, in 1898, ran a livery stable and a feed store on Norton Avenue between Jefferson Avenue and Railroad Avenue.

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Section 8—Statement of Significance

The railroad is the reason Boston is located in its current location. In the late 1860s, the economy of Thomas County was largely based on agriculture. Cotton was the largest money crop in the mid-1850s. Between 1840 and 1860 the county ranked the second in the state for sugar cane, fourth in molasses production, seventh for rice and wheat production, and in the top twenty for sweet potatoes, which were consumed by both people and livestock. During this period, farmers tested new agricultural methods that improved the production of agricultural goods. Instead of constantly clearing forested land, farmers experimented with crop rotation and commercial fertilizers. The railroad was a crucial element to the growth of Boston as an agricultural center in Thomas County. The railroad not only helped to distribute produce grown in and around Boston, but it also brought passengers and livestock that were traveling to and from Savannah and Thomasville.

Heavy agricultural production gave rise to many buildings in Boston associated with farming or cotton. An 1898 Sanborn Map shows several warehouses, a cotton platform, and a livery and feed store located in very close proximity to the railroad. In 1898 the east and west sides of Main Street, between Jefferson Street and Railroad Avenue had numerous one-story, brick buildings that may have been built as early as 1875. A 1903 edition of the Boston Times mentions a mercantile located on the east side of Main Street owned by D.R. Blood. The store was opened in 1878 and remained in business until 1901. Other early businesses included a wagon storage facility, a buggy and harness store, six general stores, two drug stores, a furniture store, a bank, and a hardware store. There was also a photo gallery located on the east corner of Main Street and Railroad Avenue (nonextant). Mr. William Zachariah Brantley began a business in 1897. The 1903 Boston Times states that Brantley owned a general store and was "one of our largest and most discreet cotton buyers. He also buys cane syrup which he ships to numerous customers." The 1898 Sanborn Map shows W.Z. Brantley Livery & Feed on the west side of Norton Street. By 1903 the livery was sold to J.H. McIntosh.

On September 14, 1891, the Merchants and Farmers Bank of Boston was incorporated. The partners in the bank included M.R. Mallerbe, James M. Rushin, J.S. Norton, S.L. Hayes, F.C. Ivey, A.T. McIntyre, Jr., D.R. Blood, J.W. Taylor, A.B. Cone, S.B. Ziegler, E.R. Whatley, D.T. Forest, and J.C. Stanal. The 1898 Sanborn Map shows the bank located on the west side on Main Street in a building that also houses a drugstore. By 1909 the entire building was being used as a bank, and by 1916, the bank had a new marble front with a tile threshold that still exists today.

Of the names on the bank's original charter, D.R. Blood and J.S. Norton are the two most well documented citizens. Daniel R. Blood operated a mercantile business that was started by his father Colonel Caleb Hall Blood c.1865. Daniel Blood had a large supply business with many local farmers and was a large cotton buyer. He died in 1900.

The Norton family was also prominent in Boston at the turn of the 20th century. Mr. Joe Norton moved to Boston from Savannah in 1874. He married Ella May Grovenstein of Effingham County on December 3, 1874. He operated a grocery and dry goods store and also owned a large parcel of

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Section 8--Statement of Significance

land about one mile from Boston where he lived and farmed with his family. In 1906, he built a new home on Main Street next to the town hall and moved into town. His brothers Fred and Ben Norton also moved to Boston and went on to run the gin and planing mill and the latter was elected mayor c.1915. Joe Norton and his wife went on to have ten children. Their son Hugh Grovenstein Norton was born in 1887. Hugh Norton also went into the mercantile business and by 1909 had a shop on Main Street on the corner of the newly established through road called Pear Street. Two more Norton businesses appear on the 1916 Sanborn Map on Pear Street, a grist mill and a wholesale grocery warehouse.

In addition to commercial buildings, Boston had several residences located on Main Street in 1898. On the east side of Main Street between Jefferson Street and Adams Street, there were three general stores, a cabinet shop, a restaurant, and one dwelling. The west side of the street had several dwellings and the town hall, which is now used as the police station. In 1898 the population of Boston was 950, the roads were unpaved, and there was no running water or electricity.

The population of Boston did not change between 1898 and 1903, however, Boston did see an increase in houses being constructed and the number of commercial buildings increased. Mr. B.M. Comfort established the Comfort Trading Company in Boston in 1902. A cotton gin and warehouse were located on the east corner of Railroad Avenue and Main Street. Mr. Comfort also built a new store on Main Street in 1903. This store is located on the former site of D.R. Blood's mercantile. After her husband's death, Mrs. Blood sold the building located at 111 Main Street to Mr. Comfort. He demolished Blood's c.1878 building and constructed the two-story brick commercial building with skylights that is located on this site today. This was the first and only building in Boston to have an elevator.

Another prominent Bostonian in 1903 was Mr. E.C. Milligan. Mr. Milligan owned a cotton warehouse and office located on the west side of Main Street close to Railroad Avenue (nonextant). This building appears on the 1898 Sanborn Map. A 1903 Boston Times article states that Mr. Milligan "conducts a large fertilizer business and warehouse business located on the corner of Main Street. He also has another warehouse west of the Atlantic Coast Line depot where he handles fertilizer." The paper also states that Mr. Milligan was a member of the Halloway and Milligan partnership that had a ginnery outfit. A 1909 Sanborn Map shows E.C. Milligan's Gin and Grist Mill. Milligan also served three terms as mayor of Boston.

Between 1903 and 1909 the population of Boston increased from 950 to 1,500. Every commercial lot on Main Street between Jefferson Street and Railroad Avenue was developed. Business was booming as a result of the completion of the Georgia Northern Railroad spur and the presence of the Atlantic Gulf Line Railroad. Boston had two depots, one located on the northwest corner of Main Street and Railroad Avenue (nonextant) and one west of Main Street on Railroad Avenue. Several new businesses were established during this time period. B.A. and F.S. Norton established a large lumber and planing mill on the corner of Green Street and Railroad Avenue (nonextant). A new train station was built on the southwest corner of Main Street and Railroad Avenue behind E.C. Mulligan's

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Cotton Warehouse and office. The electric light plant and pumping station appears for the first time on the 1909 Sanborn Map. According to notations on the map, the town was electrically lighted, had ten volunteer firefighters that shared a facility on the west side of Main Street with City Hall, and no paved roads.

On August 7, 1914 the name of the town was officially changed from the Town of Boston to the City of Boston, and a new charter was drawn up to amend the city boundaries and establish new by-laws. The charter states that "the corporate limits of the City of Boston shall embrace a square, having as its center the point in said city where the center of Main Street intersects the center of Jefferson Street; the sides of said square shall be one-and-one-half miles long running north and south and east and west. The corporate limits of the City of Boston shall also extend, for police purposes only, for one-fourth mile from every point of the territorial limits of the city..."

In 1916, all of the commercial lots on Main Street, on Jefferson Street between Main Street and Norton Avenue, and on Railroad Avenue between Main Street and Stephens Street were occupied. The population of Boston was continuing to increase and many new buildings were constructed. By 1916, Boston had a population of 2,000.

Many new churches representing many different denominations were constructed or expanded between 1900 and 1916. The Boston Primitive Baptist Church sits on a piece of land on the corner of Adams Street and Stephens Street. In 1906, the land was sold to the congregation of the church from Dr. Everitt Daniel for the sum of two hundred and fifty dollars, and B.A. and F.S. Norton Lumber and Manufacturing Company of Boston constructed the building. The Boston Methodist Church on Main Street was constructed c.1900 and brick veneered in 1909. The Boston Baptist Church, on the northeast corner of Main Street and Adams Street, was constructed in 1913. The lumber was purchased from B.A. and F.S. Norton Lumber Company of Boston. St. John A.M.E. was constructed c.1905 and was located on Jackson Street just east of Green Street.

Possibly the oldest building in Boston, the Presbyterian Church is located on Old Boston Road (now Jefferson Street) heading into town from the west. The Old Boston Road leads into town from the east. This section of the road is part of an early 1830s road that leads to Dixie, Georgia. It parallels Georgia State Highway 84 and predates the founding of the town. The church reportedly was moved from the original settlement and is now located on the south side of Old Boston Road. It was originally called the McIntosh Church, after its founding family and later was named Bethany Church in 1862 when it was moved to its current location. At that time it was the only house of worship in the town of Boston. Although this church was founded in the Presbyterian faith, people from different denominations were welcome to attend services and helped with contributions. It is reported that between 1861 and 1865, six African-Americans were baptized and received into the church. The church was expanded in the early 1900s from three bays to four with an entrance vestibule and a steeple.

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Section 8—Statement of Significance

Directly behind the church is a large parcel of land used as the City Cemetery. Dating to c.1861, the cemetery was used to bury members of the Presbyterian Church. Due to the fact that the church at times was multi-denominational and because the town had no official piece of land set aside for burials, the cemetery eventually became known as the City Cemetery. The earliest grave is that of Henry A. Mallette and dates to 1851. When the local caretaker for the cemetery and collector of historical information, Roy Hallman, was asked about this date, he stated he believed it was incorrect, as the cemetery did not exist prior to 1861. According to a local history of the cemetery entitled, In Loving Memory, some of the earliest burials include the infant daughter of J.B. and Effie C. McDonald dated 1868, and Dr. W.B. Taylor who died in 1869. In 1982 the Boston Cemetery Maintenance Foundation, Inc., was founded to ensure the care of the cemetery. The original cemetery measured a little less than nine acres, however in 1995, an additional acre of land adjacent to the cemetery was donated to bring the total acreage to ten acres. Currently there are over 1,800 graves in the cemetery.

The population of Boston continued to grow in the 1920s; by 1924 the population was at 2,300. By 1924 there were several auto repair shops and garages located in town. Jefferson Street had a high concentration of repair shops, the largest of which was located on the corner of Stephens Street and Jefferson Street, and housed up to twelve cars. According to local historian Frank Norton, this garage was later used as the Ford Dealership in the late 1930s and is still a garage today. Even during the Depression, every store in Boston was occupied and many new houses were being built. The roads were not paved and the town still had no public water or sewage. According to local historian Frank Norton, many people had wells in their backyards. There was a one-horse cart with a water tank that came through town once a week and another cart that came to empty outhouses. There was a wholesale grocery warehouse on Pear Street and several grocery stores and general stores in town. The Fire Department and City Hall still shared a building on the corner on Main Street and the newly established Sioux Place. The telecommunication exchange office and drug store shared the building on the southwest corner of Main Street and Jefferson Street.

The first legislative act to establish public schools in Boston dates to 1890. According to this act, schools had a scholastic year of no less than nine months and were funded by property tax and the county. The first high school in Boston (nonextant) was constructed c.1910 on a large piece of land on Stephens Street. The handsome two-story brick building was torn down in 1936, and a new, larger one-story building was constructed using bricks from the original structure. During construction of the new school, many children attended classes in homes at 540 and 542 Stephens Street. By 1936 students were attending classes in the new facility (nonextant). This one-story building was razed c.1970 and children from Boston now attend the county high school located in Thomasville. Little is known about the location of schools constructed specifically for African-American student at the turn of the century. However, the 1890 legislative act clearly states that "The Board of Education shall provide separate schools for the white children and the colored children...". The 1924 and 1943 Sanborn Maps shows a school for African-American children located at what is now 524 Johnson Street.

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Section 8—Statement of Significance

In 1943, Main Street and Jefferson Street were the only two paved roads in town. Many of the older homes located on Jefferson Street leading into town from what is now Highway 84 were altered with Craftsman style porches and carports. At the time that World War II began, every shop in Boston was occupied and the population continued to hold at around 3,000. Local historian Frank Norton said that after World War II he began to see a change in Boston. After World War II many returning soldiers moved to larger cities to find work. Jobs in the textile and lumber industries drew young families to Atlanta, Jacksonville, Florida, and Savannah. By 1950, many families had moved away. The population started to decline and stores in town became vacant, and new residents did not move into Boston due to a lack of jobs. This pattern continued into the 1970s and early 1980s. Thomas County Schools consolidated in the 1970s moving the few teaching jobs available in Boston to Thomasville. The loss of jobs, a shift from train transport to trucking, and growing industries in larger cities, all contributed to the decline in population of Boston. In 1983 a two-story building located on the corner of Pear Street and Main Street was demolished to make way for what is now Watt Park. This building was constructed by J.J. Parramore around the turn of the century and later sold the property to the Norton family who ran a dry goods store. The upstairs was used as a doctor's office. Several other commercial buildings were razed or altered including 112 North Main Street (nonextant), and 113 and 114 Main Street (nonextant), where a new post office was constructed in 2003. Two prominent homes in the community were destroyed by fire. In 1941 a large turn-of-the-century house, possibly located at 325 or 343 Green Street burned. The c.1900 Norton family home located at 128 North Main Street burned in 1989.

Although the population of Boston has significantly declined over the last century, much of the housing stock and many commercial buildings remain intact with many of the older homes located on Old Boston Road. The downtown has had many new improvements including new sidewalks, curb cuts, streetlights, and street benches.

9. Major Bibliographic References

Boston Edition, various articles.

Boston Times, various articles.

Georgia Department of Natural Resources. Georgia's Living Places: Historic Houses in Their Landscaped Settings. Atlanta, Georgia: 1991.

In Loving Memory, local cemetery history.

Norton, Frank, local historian, Boston, Georgia.

Sanborn Fire Insurance Maps.

Previous documentation on file (NPS): (X) N/A

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

Primary location of additional data:

- State historic preservation office**
- Other State Agency**
- Federal agency**
- Local government**
- University**
- Other, Specify Repository:**

Georgia Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property 355 acres

UTM References

A)	Zone 17	Easting 233867	Northing 3410471
B)	Zone 17	Easting 233809	Northing 3408772
C)	Zone 17	Easting 231699	Northing 3408821
D)	Zone 17	Easting 231717	Northing 3410542

Verbal Boundary Description

The proposed boundary for the Boston Historic District is indicated on the attached maps by a heavy black line.

Boundary Justification

The proposed boundary for the Boston Historic District encompasses the remaining and contiguous historic residential, commercial, community landmark, and industrial resources associated with the development of the City of Crawfordville. The areas outside of the district boundaries include agricultural land and some modern development.

11. Form Prepared By

State Historic Preservation Office

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organization Historic Preservation Division, Georgia Department of Natural Resources

mailing address 34 Peachtree Street, N.W., Suite 1600

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Consulting Services/Technical Assistance (if applicable) () not applicable

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mailing address P.O. Box 1285

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telephone (229)226-6016

e-mail tli@rose.net

() **property owner**

() **consultant**

() **regional development center preservation planner**

(X) **other: Local non-profit preservation organization**

Property Owner or Contact Information

name (property owner or contact person) Mayor Danny Groover

organization (if applicable) City of Boston

mailing address P.O. Box 370

city or town Boston **state** Georgia **zip code** 31626

e-mail (optional)

National Register of Historic Places Continuation Sheet

Photographs

Name of Property: Boston Historic District
City or Vicinity: Boston
County: Thomas
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: December 2005

Description of Photograph(s):

Number of photographs: 68

1. North Green Street; photographer facing northwest.
2. North Main Street; photographer facing northwest.
3. North Main Street; photographer facing east.
4. North Main Street; photographer facing northeast.
5. Corner of north Main Street and Pear Street; photographer facing northwest.
6. Pear Street; photographer facing east.
7. Boston Police Department (Old City Hall), South Main Street; photographer facing northwest.
8. South Main Street; photographer facing southeast.
9. East Jefferson Street; photographer facing northeast.
10. Corner of West Jefferson Street and South Norton Street; photographer facing southwest.
11. West Jefferson Street; photographer facing northwest.
12. West Jefferson Street; photographer facing northwest.
13. West Jefferson Street; photographer facing northeast.
14. West Jefferson Street; photographer facing east.
15. West Jefferson Street; photographer facing southeast.

National Register of Historic Places Continuation Sheet

Photographs

16. Seaboard Coastline Railroad; photographer facing west.
17. West Railroad Avenue; photographer facing northeast.
18. South Main Street; photographer facing northwest.
19. South Main Street; photographer facing east.
20. South Norton Street; photographer facing north.
21. West Jackson Street; photographer facing northeast.
22. South Norton Street; photographer facing east.
23. West Washington Street; photographer facing northwest.
24. West Washington Street; photographer facing northeast.
25. South Main Street; photographer facing northwest.
26. Corner of East Adams Street and South Stephens Street; photographer facing northeast.
27. South Stephens Street; photographer facing southwest.
28. South Stephens Street; photographer facing northwest.
29. South Green Street; photographer facing northwest.
30. South Stephens Street; photographer facing northwest.
31. Corner of East Jackson Street and South Green Street; photographer facing northeast.
32. East Adams Street; photographer facing northwest.
33. East Adams Street; photographer facing west.
34. East Jefferson Street; photographer facing southeast.
35. East Jefferson Street; photographer facing northeast.
36. Photograph location unknown.

National Register of Historic Places Continuation Sheet

Photographs

37. East Jefferson Street; photographer facing northeast.
38. Corner of East Jefferson Street and Kirby Street; photographer facing southeast.
39. North Green Street; photographer facing northeast.
40. North Green Street; photographer facing northeast.
41. North Green Street; photographer facing north.
42. North Main Street; photographer facing northeast.
43. North Main Street; photographer facing northwest.
44. North Main Street; photographer facing north.
45. North Johnson Street; photographer facing north.
46. North Johnson Street; photographer facing northeast.
47. North Johnson Street; photographer facing northwest.
48. North Johnson Street; photographer facing northwest.
49. North Stone Street; photographer facing north.
50. North Stone Street; photographer facing northwest.
51. East Railroad Avenue; photographer facing northeast.
52. Atlantic Coast Railroad Depot, Main Street; photographer facing west.
53. City Boston Electric Light and Pump Station, East Railroad Avenue; photographer facing northeast.
54. East Railroad Avenue; photographer facing northeast.
55. Intersection of East Jefferson Street and North Green Street; photographer facing northeast.
56. North Green Street; photographer facing east.

National Register of Historic Places Continuation Sheet

Photographs

57. North Stephens Street; photographer facing north.
58. East Jefferson Street; photographer facing northwest.
59. Boston Presbyterian Church, West Jefferson Street; photographer facing west.
60. Boston Primitive Baptist Church, East Adams Street; photographer facing west.
61. Boston Baptist Church, South Main Street; photographer facing northeast.
62. United Methodist Church and Carnegie Library, South Main Street; photographer facing west.
63. Peters Chapel/Lodge Hall, North Main Street; photographer facing northwest.
64. St. John's A.M.E. Church, North Main Street; photographer facing northeast.
65. Trinity Baptist Church, West Railroad Street; photographer facing southeast.
66. Boston City Cemetery; photographer facing northwest.
67. Boston City Cemetery; photographer facing northeast.
68. Corner of East Adams Street and South Stephens Street; photographer facing northwest.

(HPD WORD form version 11-03-01)