

United States Department of the Interior
National Park Service

527

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.



1. Name of Property

Historic name: Stone's Bridge

Other names/site number: New Bridge

Name of related multiple property listing:
N/A

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

2. Location

Street & number: Old Stonebridge Road across Sudbury River

City or town: Wayland / Framingham State: MA County: Middlesex

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

| | |
|--|--------------------------|
| <u>Brona Simon</u> | <u>November 17, 2016</u> |
| Signature of certifying official/Title: Brona Simon, SHPO | |
| Date | |
| State or Federal agency/bureau or Tribal Government | |

| | |
|---|--|
| In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria. | |
| Signature of commenting official: | |
| Date | |
| Title : | State or Federal agency/bureau or Tribal Government |

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

4. 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:)

For Nelson H. Beall
Signature of the Keeper

1-17-17
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public - Local
- Public - State
- Public - Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

| Contributing | Noncontributing | |
|---------------|-----------------|------------|
| _____ | _____ | buildings |
| _____ | _____ | sites |
| _____ 1 _____ | _____ | structures |
| _____ | _____ 1 _____ | objects |
| _____ 1 _____ | _____ 1 _____ | Total |

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

_____ TRANSPORTATION, road related (bridge)

Current Functions

(Enter categories from instructions.)

Not in Use _____

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

Materials: (enter categories from instructions.)

Principal exterior materials of the property: STONE (dry laid)

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Stone's Bridge (Photos 1-8) was constructed as an east-west crossing of the Sudbury River on the former alignment of Stonebridge Road. The bridge straddles the town line between Wayland and Framingham, MA, which is in the river, leaving more than half of the remaining bridge within the boundary of Wayland and the rest in Framingham. It was the river crossing for the original Stonebridge Road that continued west into Framingham from Wayland. Hurricane Diane of 1955 led to closing of the bridge due to flooding and damage. The bridge was subsequently the topic of discussions for well over a year, until a plan was carried out in 1957 to straighten, widen, and re-channel the Sudbury River farther to the west, so that the end of the bridge that had been attached to the Framingham embankment is now in the river, with no attachment on the west bank.

Constructed about 1858, it is the oldest surviving bridge of the seventeen Sudbury River crossings between the Saxonville Dam in Framingham and the river's confluence with the Concord River downstream. The bridge is an important regional example of the transition in the pre-Civil War decades from wooden "cart bridges" to dry-laid stone-arch construction. This nomination includes the bridge and the Knox Trail Marker, a square granite tablet that is mounted on a rubblestone-and-mortar, four-foot-tall base and located to the right of the entry ramp to the bridge on the Wayland side. The monument has been counted as a noncontributing feature, because although the marker itself is more than 50 years old, the monument was assembled and put in place outside the period of significance.

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

Narrative Description

Setting. This east-west crossing of the Sudbury River is accessed by Old Stonebridge Road, a dead-end road that branches off of the present-day Stonebridge Road. The Sudbury River flows south to north and forms the east-west border between Wayland and Framingham. Its full length is 32.7 miles, from Cedar Swamp in Westborough, to Concord where it joins the Assabet and Concord rivers. Stone's Bridge is close to the midpoint (mile 16.3 from Cedar Swamp) and on the 14.9-mile segment (from the Danforth Street Bridge [FRM.914] in Framingham to the MA Route 2 bridge in Concord) that in 1999 was designated a Wild and Scenic River in accordance with the National Wild and Scenic Rivers Act of 1968.

The old bridge is only 60 yards north of the present crossing (Stonebridge Road in Wayland and Potter Road in Framingham). In 1957 the road was re-directed, and a modern concrete bridge was constructed to replace the stone-arched bridge. The old bridge was stabilized and left in the river for its scenic quality, and for passive recreational use as a place from which to fish. The Framingham embankment where the bridge had been attached is now part of a residential house lot. Currently, Stone's Bridge is accessible only from the east/Wayland side of the river. There is a grassy approach to the bridge, with large stones forming an arc to provide a suggested vehicular barrier (Photo #8). To the right is a stone-and-mortar square pier on which a Knox Trail Marker (WAY.903, Photo #9) is located. Voluntary trees grow out of the riverbank, and some have found their way into the bridge's stonework, although some have been removed within the last year. Old Stonebridge Road is the only access to a neighborhood of several roads clustered near the river with modest dwellings on small lots. There are dwellings on each side of the road at the bridge; on the southeast side is a parcel recently acquired by the Town of Wayland for park land (house to be demolished); on the northeast side is a modest 1940s dwelling; and just east of the bridge, near the end of Old Stonebridge Road, is a ca. 1790 Georgian dwelling (WAY.126), built and owned by the Stone family for generations. Stone's Bridge is named after this family.

The Bridge. Stone's Bridge is approximately 70 feet long by fifteen feet wide, and has four barrel-vault arch spans (Photo 5), each of which is approximately fourteen feet across. The total length of construction is approximately 95 to 100 feet, made up of the arch spans combined with an added end pier (1957) that is approximately ten feet in length, and an angled wing wall at the southeast corner. The bridge is made entirely of dry-laid stones without the use of mortar. The modern westernmost bridge pier, facing the Framingham shore, was the bridge's original western abutment at the Framingham riverbank, prior to the 1957 excavation of the shoreline to allow the river to pass around the end of the bridge. The pier is a stone-faced concrete structure whose eastern side is part of the original abutment of the westernmost arch (Photo #4). The bridge has a grassy top surface (Photo #8) extending from Old Stonebridge Road out over the vaulted arches. A dilapidated post-and-rail fence lines the sides of the earthen surface of the bridge.

The bridge has been examined by a consulting structural engineer for the Wayland Historical Commission (2012) and by engineers for the Massachusetts Department of Transportation (2015). Their findings iterate the construction methodology and present condition of the bridge.

Stone's Bridge is a combination of footings, piers, arches, parapet walls, and earthen surface. The top is edged by fence railings as noted above. The footings within the riverbed are buried rubble and solid capstones that were dry laid. From the footings rise dry-stacked piers that are three feet wide by fifteen feet long. From each side of the three piers spring the four arches comprising the bridge. Due to the

Stone's Bridge

Name of Property

Middlesex Co., MA

County and State

irregular riverbed of variable depths, there is a decrease in depth approaching the bridge's west end, as this was the original west embankment before the main flow was re-directed further west.

The stone arches are constructed of single-wythe, rough-cut stone, chinked and dry laid on top of the piers (Photo 5-7). Wedge-shaped sections of the bridge between the arches are filled with angular stone rubble helping to stabilize the arches. The undersides of the arches have widenings due to loss of chinking stones. Parapet walls were constructed along the sides of the bridge. These parapet walls are bulging so that the sides of the bridge are spreading apart. In some cases, the vertical edges of the arches have gaps of six to eight inches.

Splayed wing walls were constructed to create approaches to the bridge. When the river was rerouted in 1957, the Framingham end of the bridge, now in the river, was altered with the removal of the earthen approach span connecting the roadway to the stonework of the bridge. A stone-faced end was constructed (Photo #4), a three-sided "box" of reinforced-bar concrete with exterior, semi-wet-laid stone walls. Exposed bars are rusted. The mortar of this stone endwall was recessed so that it blends with the unmortared bridge pier to which it is attached. Stones on the north and south endwalls of the box have become dislodged, while the west end of the box (facing side) appears to be intact. A tree had grown out of the base of the south wall, creating more instability; however, it was partially removed in 2015.

The level surface of the roadway was formed by earth laid over the tops of the parapet walls, and it is assumed that chinking (small angled stones wedged into joints) must have been sufficient, as there are few detectable sinkholes on the earthen surface of the bridge. The soil forming the surface of the bridge is about two to three feet deep. There are split, sawn wooden fence railings edging the grassed-in top surface of the bridge. Most of the fencing is in a dilapidated condition.

A stone-and-mortar square pier of about four feet in height is located on the grass on the right (north) side of the east end of the bridge. On top is a marker known as the Knox Trail Marker (WAY.903). The marker states "KNOX TRAIL FORT TICONDEROGA. N.Y. TO CAMBRIDGE. MASS." According to research completed by Helen Emery in the 1970s, this marker was found at the Massachusetts State House in 1967 and placed on the Knox Trail at the bridge. Since there was no documentation of why it was in the State House, there was a theory that it may have been a prototype from 1926, when a series of Knox Trail markers were set out to commemorate the 150th anniversary of General Henry Knox's feat of hauling cannons from New York to Cambridge. However, it is unlike the other trail markers, and this thesis has not been substantiated. Nevertheless, it was placed at the Wayland end of Stone's Bridge, which is a site on the Knox Trail.

Archaeological Description

While no ancient Native American sites are currently recorded on the property, it is possible that sites are present. Eleven sites have been recorded in the general area (within one mile). Environmental characteristics of the property represent several locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of Native American sites. The boundaries for the Stone's Bridge nomination include the bridge itself and its abutment on the Wayland side of the Sudbury River. On the Wayland side, the bridge meets the existing floodplain terrace that includes level to moderately sloping topography, comprised of well-drained soils formed in glacial till. The entire site is located within the Sudbury River, except for where it meets the shoreline on the Wayland side. On the Framingham side, all traces of the bridge and its access point are believed to have been destroyed. Given the above information, the size of the property (less than one acre), impacts from bridge construction, and

Stone's Bridge

Name of Property

Middlesex Co., MA

County and State

our knowledge of ancient Native American settlement in the region, a low to moderate potential exists for the recovery of ancient Native American resources.

While the bridge is located in both Framingham and Wayland, it does not currently touch the shoreline in Framingham. As a result, there is no archaeological sensitivity for terrestrial-based sites on the Framingham side of the bridge. There may be historic and ancient Native American artifacts and features in earthen fills deposited on the dry-laid stonework on both the Framingham and Wayland sides of the bridge; however, terrestrial-based sites (bridge abutments, access points, drainage features) are sensitive for the Wayland side only. Any Native American or historic archaeological resources that predate construction of the bridge (ca. 1858) would be disturbed and therefore lack integrity.

Structural evidence of the first bridge, a horse bridge (ca. 1674), may survive, although it is unlikely any surviving portions of that bridge survive with integrity. Individual pilings and crib structures may have originally been left; however, historical land use, continual flooding, and the effects of time have likely destroyed most of these resources. All of the early bridges in the nominated area were wood-framed structures. Structural remains of these early bridges may survive in the nominated area. Little information survives that describes the architectural form or materials used in the construction of these early wooden bridges, which were continuously rebuilt over the years. Several bridges may have existed at this location between the time when the horse bridge was constructed ca. 1674 and the stone-arch bridge was built in 1858. Additional documentary research, combined with archaeological survey and testing, may reveal more information about the construction of these early wooden bridges.

Stone's Bridge
Name of Property

Middlesex Co., 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.)

- A. Owned by a 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 old or achieving significance within the past 50 years

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

Areas of Significance
(Enter categories from instructions.)

Engineering
Transportation

Period of Significance
ca. 1858—1966

Significant Dates

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
William F. Ellis, civil engineer
William Simonds, builder

Stone's Bridge

Name of Property

Middlesex Co., MA

County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Stone's Bridge is one of only a few remaining examples of a dry-laid, stone-arched bridge over the Sudbury River. It is significant for its construction, as well as its role in the historical development of Wayland and Framingham. The bridge is significant under National Register Criterion C as an example of dry-laid, stone-arched construction of the mid 19th century. It is also significant under Criterion A as a river crossing associated with important historical events. In spite of its deteriorated condition, Stone's Bridge retains integrity of location, design, setting, materials, workmanship, feeling, and association. It is significant at the local level, and the period of significance extends from ca. 1858 to 1966, fifty years prior to the time of listing.

The name of the bridge is derived from the Stone family that lived in the neighborhood from the late 17th century until the early 20th century. In fact, the small residential neighborhood once was known as Stone's Village. Thus, the name is not related to the building material of the bridge.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Jutting into the Sudbury River off of Old Stonebridge Road, historic Stone's Bridge remains one of the most picturesque spots in Wayland. It is historically significant as a stone bridge still standing after more than 150 years, despite being constructed of dry-laid stones without the use of mortar. Built ca. 1858 to replace wooden structures dating back to the mid 1600s, Stone's Bridge is located at a river crossing that has accommodated horses, carts, and cars. The crossing was used by Revolutionary War soldiers and noted in Henry David Thoreau's writings. Even though the remaining structure no longer serves as a bridge, it is an impressive reminder of the history of this site. After flooding and damage in 1955, followed by rerouting of the river and construction of a new crossing upstream in 1957, this bridge was truncated, ending in the river. For the next half century it was used as a fishing pier and place from which to observe the wildlife on the river. Its stabilization with a stone-faced abutment in 1957 exhibits the importance of monuments from the past, when it would have been so easy to simply demolish the bridge that no longer carried traffic across the Sudbury River.

Research of town records in Sudbury, Framingham, East Sudbury (later known as Wayland), and Wayland has uncovered the history of this crossing of the Sudbury River from before 1674 to the present day. The name of this crossing was "new Bridge" or "New bridge" from its first crossing construction until about the 1840s, when it was referred to as "Stone's Bridge," named for the Stone family living on the Wayland side of the bridge. The "new bridge" name came from the fact that an earlier crossing farther downstream made this the second crossing—hence a new bridge, compared to the first crossing.

Stone's Bridge

Name of Property

Middlesex Co., MA

County and State

Town Boundaries.

In order to understand shared responsibilities for this bridge, a brief accounting of the towns' establishments confirms that it was necessary to research Framingham, Sudbury, and Wayland records.

Sudbury, which had been first settled in 1638 and 1639 by citizens from Watertown seeking new fertile ground, included land on both sides of the river at the location where the New Bridge would be built several decades later.

In 1700, the plantation of Framingham was formalized as a town, and in 1701 the boundary in the river between Sudbury and Framingham was established, making that part of Sudbury's southern region on the west side of the river part of the new town of Framingham.

Wayland was part of Sudbury from its founding in 1638. From about 1725, Wayland was known as the East Precinct of Sudbury until 1780, when those living on the east side of the Sudbury River petitioned the General Court to set off East Sudbury as a separate town. It was not until 1835 that the town's name was changed from East Sudbury to Wayland, honoring the Reverend Francis Wayland (1796-1865), who was president of Brown University (1827-1855), a friend of prominent East Sudbury residents, and a donor of funds for Wayland's first library.

When Framingham was established, the river became the boundary between the two communities—Framingham on the west side and Sudbury on the east side—at the location of Stone's Bridge. For this reason the bridge crossing served both communities, and became the responsibility of both to shore up and rebuild when necessary.

When Stone's Bridge was closed following the devastating effects of Hurricane Diane in August 1955, it was the Middlesex County Commissioners who developed plans to demolish the stone-arched bridge and construct a new bridge with flood-relief funds that had been appropriated by the State Legislature in August 1955 (Chapter 698 of the Acts of 1955). There are no records of other involvement of the county commissioners in building or maintaining this bridge, even though local historian Helen Emery had searched records from 1820 to 1920; thus, the ownership by Middlesex County is not confirmed at this time. The final solution to the 1955 damage was to build a new bridge south of Stone's Bridge after rerouting the river and the road, and to stabilize the old stone-arched bridge. The two towns—Framingham on the west side and Wayland on the east side—were the owners of the bridge from that time forward.

Wooden Bridge. The significance of this site as a river crossing dates back hundreds of years. As early as 1674, there is reference to a "horse bridge" near Daniel Stone's home (on the Wayland side that was then part of Sudbury) at this site. In that year, Samuel How[e] of Sudbury was granted permission to build a "cart bridge" over the river and to charge a toll to help pay for the bridge.

A few years later, in 1678, a committee of three (Sudbury) was granted permission to lay out a highway from Livermore's to the horse bridge near the house of Daniel Stone, Jr. The road leading to this bridge, later named Stonebridge Road, branched off the old Connecticut path to cross the new bridge. At that time it was an important route to the western part of Massachusetts. By the early 18th century, the road across the bridge was known as the South County Path that led from Weston across the river from the east side to the newly established town of Framingham.

Stone's Bridge

Name of Property

Middlesex Co., MA

County and State

A bridge at this site played a role in the Revolutionary War. In March 1775, British spies crossed a bridge at this site when on a tour of observation in preparation to march British regulars into the country. When transferring cannons from Fort Ticonderoga to General George Washington's troops in Cambridge in the winter of 1775-1776, General Henry Knox passed over a wood bridge at this crossing. A marker has been installed at the east end of the bridge to commemorate this event.

The wooden bridge was maintained by both communities. The Matthias Mossman map of 1795 shows the bridges over the Sudbury River, and notes that the bridge at Framingham known as the New Bridge was built and repaired in equal halves by East Sudbury and Framingham; however, it was referred to on the map as the [Middlesex] County Road to New Bridge.

There are a number of accounts of reports and monies appropriated at Town Meetings to repair or reconstruct the bridges over the Sudbury River. In 1846, Wayland's Town Meeting warrant asked the town to vote (Article 4) to select a committee to gather information on the propriety of rebuilding some bridges with stone arches. The town selected a committee of three: Josiah Russell (1792-1858), Hervey Reeves (1789-1854) and Richard Heard (1787-1872). Russell was a yeoman who built the Old Town Bridge in 1848 – a four stone-arch structure over the Sudbury River that was rebuilt in 1901 and remains about five miles north of Stone's Bridge. Reeves was listed in census records as a yeoman also, and was the grandson of Jacob Reeves, Sr., one of the petitioners to set off East Sudbury as a town separate from Sudbury.

Stone-Arch Bridge. The current Stone's Bridge was constructed ca. 1858, a date that had eluded researchers for decades. Though historians had searched records in Wayland, Sudbury, and Framingham, proof of payment for the bridge's construction was not found until 1979. It was through a finding in the Road and Bridges section of the Framingham Treasurer's Report paid in fiscal year April 1, 1858, through March 31, 1859, that an appropriation of \$430.23 to construct "New bridge (so called) near A. Stone's" was found. Because Wayland treasurer's records for this period have been lost, the bridge's construction date was not confirmed until the Framingham finding, which accounted for half of the cost. The Framingham record shows that Framingham's share of the funding was appropriated sometime in 1858 or 1859. Unlike present-day municipal accounting, funds for many different types of projects often were appropriated after the work was completed, which was when the bills were submitted.

Another affirmation of the ca. 1858 date was found in Henry David Thoreau's journal entry of July 31, 1859. When discussing the flooding of the Sudbury River, a man showed Thoreau the height of the flooding on Stone's Bridge to indicate that the river rose five feet. In his account, Thoreau referred to the bridge as "an arched stone bridge built some 2 yrs ago" (Thoreau, Henry David. *Journal*, Transcription. p. 205, line 31). These two records confirm that the stone-arched bridge was constructed between the summer of 1857 and March 31, 1859. The Framingham Treasurer's report suggests that the likely time would have been in the summer of 1858.

Framingham records state that payment was made to William Simonds (1805-1872) for building the bridge. He was a Waltham stonemason who had been born in Lexington, MA, on October 21, 1805. In 1836 he married Martha Pierce of Waltham. Simonds was listed as a mason and as a stonemason in the 1850 and 1860 US censuses, respectively. By 1871 he was listed in the Waltham Street Directory as a 66-year old stonemason living at 26 Lexington Street. Simonds died on April 5, 1872. No other known works are attributed to Simonds.

Stone's Bridge

Name of Property

Middlesex Co., MA

County and State

Also according to Framingham records, the engineer providing a plan and specifications for the bridge was William Fuller Ellis (1820-1888), from Ashland. He was a noted civil engineer who had been Special County Commissioner, Observer of the House of Corrections at East Cambridge, and United States Assistant Assessor for the Seventh Massachusetts District, and who also served in the Massachusetts Legislature in 1859 and 1877. He supervised sections of the Old Colony Railroad system construction, and held town offices as well.

Others involved with the bridge construction included David Fisk (1821-1905) of Framingham, who was paid to travel to Wayland, Waltham, and Ashland to secure the contracts for the bridge construction. In 1850 his occupation was listed as "livery," and in 1880 as a farmer. Two other Framingham residents who received payment for services relating to the construction of Stone's Bridge were John Sanderson (1806-1864) for grading, and Rufus Russell (1809-1887) for services on the building committee. Both were listed as farmers in census records.

Framingham's counterparts in Wayland are unknown due to lost records. Of particular interest would be whether guidance was sought from Josiah Russell (1792-1858), who had built the Old Town Bridge (WAY.900) in 1848, or whether Ellis and Simonds used the first four-arched stone bridge as a sample or pattern. Both bridges are constructed with four barrel-vaulted arches.

Other bridges in Wayland, Framingham, and Sudbury were repaired and reconstructed over the next 100 years, but not Stone's Bridge. In 1901, Old Town Bridge was completely reconstructed using the same pattern of the four stone arches, but adding mortar. The towns had petitioned the Middlesex County Commissioners to rebuild the Old Town Bridge, and they concurred. The reconstruction with mortar made Stone's Bridge the oldest extant stone-arched bridge in Wayland, Sudbury, and Framingham.

In 1955, Hurricane Diane took its toll on the bridge, flooding the area so that the bridge was impassable and damaged to an extent that it had to be replaced. By this time the bridge was not part of a main route; it was narrow, only one lane wide, so there was not much interest in repairing it. The initial plan advanced by the Middlesex County Commissioners was to demolish the bridge and build a new bridge of steel—with new abutments and two to three feet higher above flooding waters—in the same location. These plans were presented at a hearing in January 1956 at the Wayland Town Building. However, at the same hearing, a plan of State Representative James deNormandie (1907-1987) (representative, senator, and conservationist) was voiced, which would divert the river, build a new bridge farther upstream, and preserve the stone-arched structure as a pedestrian walkway jutting into the river. At the hearing, the Wayland Historical Society presented a petition signed by 53 members. In addition, there was a letter from the Daughters of the American Revolution in support of saving Stone's Bridge. George Lewis, a local geographer and professor at Boston University, spoke of the engineering example of the bridge. Most were stunned by the hue and cry to preserve the bridge, and thus a new course of action was considered, based on the plan of deNormandie, a Lincoln resident who eventually would be instrumental in the preservation of Walden Pond, and a strong proponent of the establishment of the Minuteman National Park as well as the Cape Cod National Seashore.

Following the 1955 hurricane flooding throughout the Commonwealth, the State Legislature adopted Chapter 698 of the Acts of 1955, establishing a highway flood-relief loan program. In July 1956, the State Legislature, through Chapter 562 of the Acts of 1956, adopted an act to "repair and preserve historic Stone Bridge in the towns of Wayland and Framingham and to construct an alternate road and bridge." The sum of \$187,000 was appropriated from the flood-relief fund established in 1955. The act required that the towns would be responsible for the land takings necessary to accomplish this plan. The Wayland

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

highway takings were completed in January 1957, based on a plan of Whitman & Howard Engineers of Boston. According to a 1980 Massachusetts Highway survey of Stone's Bridge, it was Whitman & Howard that also planned the stabilization of the old bridge. The MassHighway historic bridge specialist Stephen Roper noted that the 1957 plans show that the western side of the channel was to be cut back about 60 to 70 feet, thus eliminating the western abutment of the bridge (the Framingham side). A stone-faced, steel rebar and concrete endwall was attached to the Framingham end of the bridge, and on the Wayland side new wing walls were constructed, and the spandrels and arch closest to Wayland repaired. The land on the Framingham side, where the old bridge abutment and roadway had crossed the river, was eventually sold to a developer, who subdivided it into house lots in 1964.

And so in 1957, the river was rerouted to the west, a new bridge was constructed about 60 yards upstream, and the old Stone's Bridge was stabilized as noted above. The original Stonebridge Road was renamed Old Stonebridge Road, terminating at the bridge, and a new length of Stonebridge Road was built to cross the concrete replacement bridge upstream.

This early preservation effort initiated by the Wayland Historical Society was premised on information believed to be correct at the time that the bridge had been built in 1722, thus making it the oldest stone bridge in the Commonwealth, older than the Choate Bridge (1765, NR) in Ipswich. Much of the promotional material touted the fact that the bridge had played a distinctive role in the American Revolution. It is likely that this misinformation in 1955 is what saved the bridge from demolition, and convinced the state and local authorities to preserve Stone's Bridge.

It was not until the late 1970s, when local historian Helen Emery spent hours reviewing the town records of Framingham, Sudbury, and Wayland, that it was discovered that the extant stone-arched bridge had been built ca. 1858. Mrs. Emery's extensive research notes are included in the Massachusetts Historical Commission historic resource survey form for the bridge (WAY.901/FRM.911).

In 1967, a marker for Knox's Trail was found in the Massachusetts State House. Its origin or intended use was unknown; however, at the time some speculated that it may have been a prototype for the markers installed in 1926 along the route of General Henry Knox's 1775-1776 march to deliver Fort Ticonderoga cannons to Cambridge. The marker installed on the east side of Stone's Bridge is substantially different from other Knox Trail markers. Knox was said to cross the Sudbury River at the Stone's Bridge location, where there was a wooden bridge at that time. Other markers indicating the route of Knox's cannons have been placed at other locations on the Trail, including one in Wayland at the intersection of Cochituate Road (MA Route 27) and Old Connecticut Path (MA Route 126). With the placement of this marker in the late 1960s, Stone's Bridge secured its position as a landmark along the Knox Trail.

In 2012, the Wayland Historical Commission commissioned Structures North, Consulting Engineers, Inc. to examine the bridge. The engineers determined that, save for the endwall, the bridge was made entirely of dry-laid stone. This report explained that the builders constructed dry-laid footings within the riverbed, using a combination of buried rubble and solid capstones. Vertical piers were then dry-stacked atop the footings, from which the arches would immediately spring up from each side. Arched wooden forms would have been constructed between the piers to support the construction of rough-cut stone arches that were chinked and dry laid on top of them. The spaces between the arches were partially filled in with stone rubble to help stabilize the arches, and after some initial filling, the wooden arch forms could then have been removed. Earth was placed over the arch structure up to the tops of the parapet walls in order to create the level surface for a roadway (Structures North Report).

Stone's Bridge

Name of Property

Middlesex Co., MA

County and State

Even though the remaining structure no longer serves as a bridge, it is an impressive reminder of the history of this site. The Town of Wayland recently appropriated \$480,000 of Community Preservation Act funds to begin the stabilization process. The bridge has been closed to pedestrians, and will not reopen until it becomes safer through stabilization. The plan is to repair the bridge in a manner sympathetic to the original construction, while making it functional for pedestrians to use. Structures North has outlined the methodology for stabilizing the bridge, including removal of vegetation and soil fill, restoration of dry-laid masonry arches and lower walls, restoration of the west end pier, reinforcement of soil mass to counter spreading effects on the bridge, provision of proper drainage, and restoration of parapet walls, top grade, and railings.

Bridge Name. From the 1600s, this bridge was referred to as the "new bridge," not for its recent construction but rather for its relationship to the first bridge over the Sudbury River [eventually known as the Town Bridge (WAY.900)] that once carried Old Sudbury Road over the river. The Town Bridge was the old bridge and Stone's Bridge was the new bridge.

The name change from "New Bridge" (or "new Bridge") to Stone's Bridge occurred at about the time that town discussions began in the 1840s regarding replacing wood bridges with stone-arched construction. References in town meeting records were to "the bridge near Stone's." Several branches of the family lived in the small neighborhood called Stone's Village on the east side of the bridge. Hence, the name gradually was changed to "Stone's Bridge."

Stone Family. Many generations of the Stone family lived in this area by the river from the late 17th century well into the 20th century. They were farmers, and some served in town government. The Stones had come to Massachusetts Bay from England and settled in Watertown; the first generation was Simon Stone. Matthew Stone (1659-1743), the third generation of Stones in America, came to Sudbury and settled here, where subsequent generations accrued 124 acres of land in this small peninsula created by the winding path of the river that juts into Framingham.

Matthew Stone built a house on the south side of Stonebridge Road at the present-day location of 190 Stonebridge. Stone's property passed to one of his sons, Adams Stone (ca. 1690-1772), who was later known as Deacon Adams Stone. Early references to the bridge in town reports noting expenditures by the town of Sudbury would refer to the "New Bridge near Deacon Stone's."

The house that Mathew (Matthew) Stone had built on 124 acres was inherited by his great-grandson Israel Stone (1770-1841)—son of Isaac (1736-1798), who was the son of Deacon Adams Stone. In 1831, Israel replaced the first Stone house with a new one (no longer extant). A few years before, his son, Walter Stone (ca. 1796-1869), built a house at 203 Stonebridge Road (WAY.125). Another son, Andrew Jackson Stone, constructed a house at 191 Stonebridge Road (WAY. 124) in 1845. It is likely that there were other Stone houses near the river in the 18th century, but the 19th century was when the neighborhood became known as Stone's Village.

In the 19th century, several payments were approved for repairs to the bridge near Aaron Stone's. He descended from Matthew Stone's other son, Joseph. Aaron Stone (1774-1868), great-grandson of Joseph, lived at 243 Stonebridge Road (WAY.126), the closest house to the bridge and the river. It is possible that some part of this house was built by Joseph Stone, as there was a 1737 Sudbury town meeting of March 6, 1737, that referred to "ye New Bridg by Mr. Joseph Stone's in sd Town." The same entry also referred to Benjamin Stone on the west side in Framingham, confirming the fact that members of the Stone family settled on both sides of the river.

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

Other Bridges over the Sudbury River. There are seventeen documented crossings of the Sudbury River between Framingham and Concord (the Wild and Scenic segment of the Sudbury River), of which Stone's Bridge is the oldest recorded dry-laid, stone-arched bridge that has not been reconstructed.

Stone's Bridge was built after the aforementioned stone-arched Old Town Bridge (also in Wayland) was constructed in 1848. The Old Town Bridge is five miles farther north on the river, downstream of Stone's Bridge, and also once connected Wayland and Sudbury. That bridge, too, a four-arch stone bridge that had provided passage between Wayland and Sudbury; like Stone's Bridge, it also no longer extends across the river because of changes brought about by Hurricane Diane in 1955. In 1901, the Old Town Bridge was completely reconstructed, using the design of the 1848 bridge but with the addition of mortar. This fact was not fully recognized until the late 1970s. The Old Town Bridge was listed in the National Register for a short time in 1975 until an ownership error was discovered, at which time it was delisted; a new listing has never been pursued.

A ca. 1870s, dry-laid, granite, stone-arched bridge (FRM.900) over the Sudbury River at Winter Street in Framingham has been altered substantially, with gunite encasing the arches and spandrel walls, and with the stone parapet walls mortared.

A stone-arched bridge carrying South Great Road over the Sudbury River from Lincoln to Concord was replaced in 2008 with a concrete bridge. This bridge is known as Lee's Bridge, and has been the site of a crossing since 1760.

Archaeological Significance

Since patterns of ancient Native American settlement in Wayland and Framingham are poorly documented, any surviving sites could be significant. While numerous ancient sites have been recorded along the Sudbury River drainage, many sites lack interpretive information beyond locations. Many other sites have also been destroyed by industrial, urban, and suburban development. Potential sites located in the Stone Bridge locale may provide the opportunity to systematically study site distributions in the Sudbury River drainage, and their cultural and functional variability through time. Ancient Native sites located on the bridge property may contain information that defines the role of sites in this area, with more densely settled locales located around the floodplain of the Sudbury River.

Historic archaeological resources described above have the potential of contributing information on the early settlement of Wayland, its early transportation system and the construction details of a mid 19th-century, dry-laid stone bridge. Additional historical research, combined with archaeological survey and testing, may contribute important evidence of any 17th-century settlement in the study area, as well as the importance of this crossing to that early settlement. Additional documentary research, combined with archaeological survey and testing, may identify construction details for Stone's Bridge and dry-laid stonework in general.

Additional documentary research, combined with archaeological survey and testing, may also clarify the origins of the stone pier on which the Knox Trail marker was placed ca. 1926. The marker was placed on a stone-and-mortar square pier located on the grass on the east (Wayland) side of the bridge. The research indicated above may determine whether or not the stone pier was constructed specifically for the marker, or whether the stone pier was part of a support system for a bridge-related structure.

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Hudson, Alfred S. *The Annals of Sudbury, Wayland and Maynard*. 1891. (Contains 90-page Appendix on Wayland)

_____. *The History of Sudbury, Massachusetts, 1638-1889*. Sudbury, 1889, reprinted 1968.

Massachusetts Department of Transportation. Structures Investigation Field Report. Stone's Bridge, Wayland, MA, 2015.

Massachusetts Historical Commission. Form F-Structure. WAY.901, FRM.911, FRM.900, HPK.901, includes 1980 MassHighway Bridge survey and report.

McAdow, Ron. *The Concord Sudbury and Assabet Rivers*. Marlborough, MA: Bliss Publishing Co., Inc., 1990.

Metrowest Knox Trail Heritage Corridor. Brochure funded by Massachusetts Turnpike Authority. No date.

Mossman, Matthias. Map of East Sudbury. Surveyed October 13, 1794 (copy from Mass. Archives).

Structures North, Engineering Consultants, Inc. "Observation and Conditions Report for Old Stone Bridge, Wayland, MA," 2012.

Thoreau, Henry David, "Journal, July 31, 1859," in *The Writings of Henry D. Thoreau*, Online Journal Transcripts, April 8-September 21, 1859. Santa Barbara, CA: University of California, [http://thoreau.library.ucsb.edu/writings_journals_\[dfs/J15fl-f3.pdf](http://thoreau.library.ucsb.edu/writings_journals_[dfs/J15fl-f3.pdf) Accessed 1/29/16.

Wayland Historical Society. Stone's Bridge and Stone Family files and photographs.

<http://search.ancestry.com/> Accessed 1/29/16, 2/3/16, 5/6/16.

<http://www.sudbury-assabet-concord.org/> Accessed 2/4/16.

https://en.wikipedia.org/wiki/Sudbury_River Accessed 1/20/16.

<https://archive.org/details/actsresolvespass1955mass>. Accessed 5/6/16.

<https://archive.org/details/actsresolvespass1956mass> Accessed 5/6/16.

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 # _____

___ recorded by Historic American Landscape Survey # _____

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Wayland Historical Society

Historic Resources Survey Number (if assigned): WAY.901.FRM.911

10. Geographical Data

Acreage of Property less than an acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|-----------------------|----------------------|
| 1. Latitude: 42.33909 | Longitude: -71.39494 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 19 | Easting: 302708 | Northing: 4690204 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

Verbal Boundary Description (Describe the boundaries of the property.)

Stone's Bridge is part of a right-of-way that is now Old Stonebridge Road. The bridge includes the ramp from the end of Old Stonebridge Road. According to recent analysis, the total length of construction is 95 to 100 feet, and the bridge is fourteen feet wide. Most of it is located in the Sudbury River, with part in Wayland and part in Framingham.

Boundary Justification (Explain why the boundaries were selected.)

The area includes the limits of the bridge only. Stone's Bridge is attached to Wayland's Old Stonebridge Road, and extends into the river while straddling the town line between Framingham and Wayland. The road connecting to the east end of the bridge is owned by the Town of Wayland, and extends over two+ arches. The other part, consisting of two arches and the west end wall, constructed when the river was rerouted and detached from the Framingham shore, is owned by the Town of Framingham.

11. Form Prepared By

name/title: Gretchen G.Schuler, Preservation Consultant, with Betsy Friedberg, National Register Director

organization: Massachusetts Historical Commission

street & number: 220 Morrissey Blvd.

city or town: Boston state: MA zip code: 02125

e-mail: Betsy.Friedberg@state.ma.us

telephone: 617-727-8470

date: November 2016

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Stone's Bridge

City or Vicinity: Wayland and Framingham

County: Middlesex County State: Massachusetts

Photographer: Sheila Carel, Wayland Historical Commission; Gretchen Schuler, Wayland Community Preservation Committee

Date Photographed: 2014 (Carel), 2016 (Schuler).

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 9. Stone's Bridge looking north. Winter 2014.
- 2 of 9. Stone's Bridge looking north. Spring 2016.
- 3 of 9. Stone's Bridge looking north. Summer 2014.
- 4 of 9. Stone's Bridge west end abutment wall, looking east. Spring 2016.

Stone's Bridge

Name of Property

Middlesex Co., MA

County and State

- 5 of 9. Stone's Bridge north face looking wsw. Spring 2016.
- 6 of 9 Stone's Bridge. Detail of inside wall of arch. Summer 2014.
- 7 of 9. Stone's Bridge. South face interior of arch closest to Wayland. Spring 2016.
- 8 of 9. Stone's Bridge. Surface looking west. Summer 2014.
- 9 of 9. Knox Trail Monument. East end of Bridge. Summer 2014.

Figures

Fig. 1 of 5 Stone's Bridge. Historic Photograph, undated, Courtesy Wayland Historical Society.

Fig. 2 of 5 Stone's Bridge. John J. McCann, Photographed between 1948 and 1955.
Courtesy Wayland Historical Society.

Fig. 3 of 5. Wayland GIS Map showing Stone's Bridge location.

Fig. 4 of 5. GIS Aerial View of Stone's Bridge.

Fig. 5 of 5. Framingham Map developed by Framingham Community and Economic
Development Division.

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State



Photo #1. Stone's Bridge looking north. 2014.

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State



Photo 2. Stone's Bridge Looking North – Spring 2016



Photo 3. Stone's Bridge looking north. Summer 2014

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State



Photo 4. Stone's Bridge west end abutment wall – looking east – Spring 2016



Photo 5. Stone's Bridge – North face looking wsw.

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State



Photo 6. Stone's Bridge. Interior wall of an arch.



Photo 7. Stone's Bridge – Interior of arch closest to Wayland, south face.

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State



Photo 8. Stone's Bridge Surface Looking west to Framingham

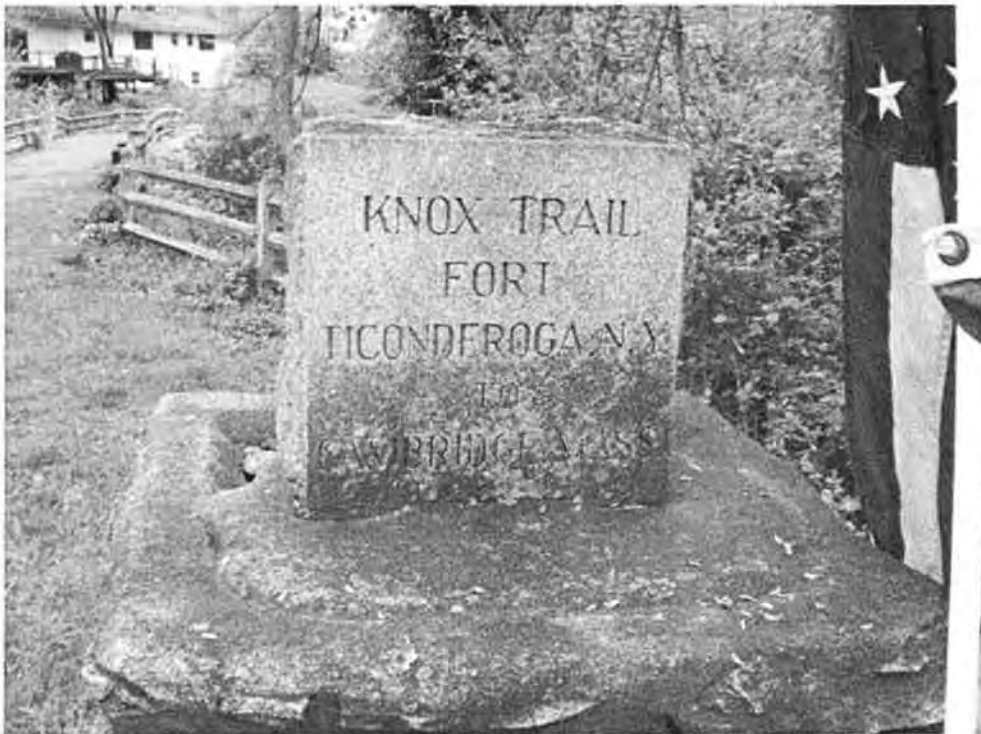


Photo 9. Stone's Bridge. Knox Trail Monument looking west.

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State



**Fig. 1. Stone's Bridge from Framingham side looking n,ne. Undated.
Courtesy of Wayland Historical Society.**

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

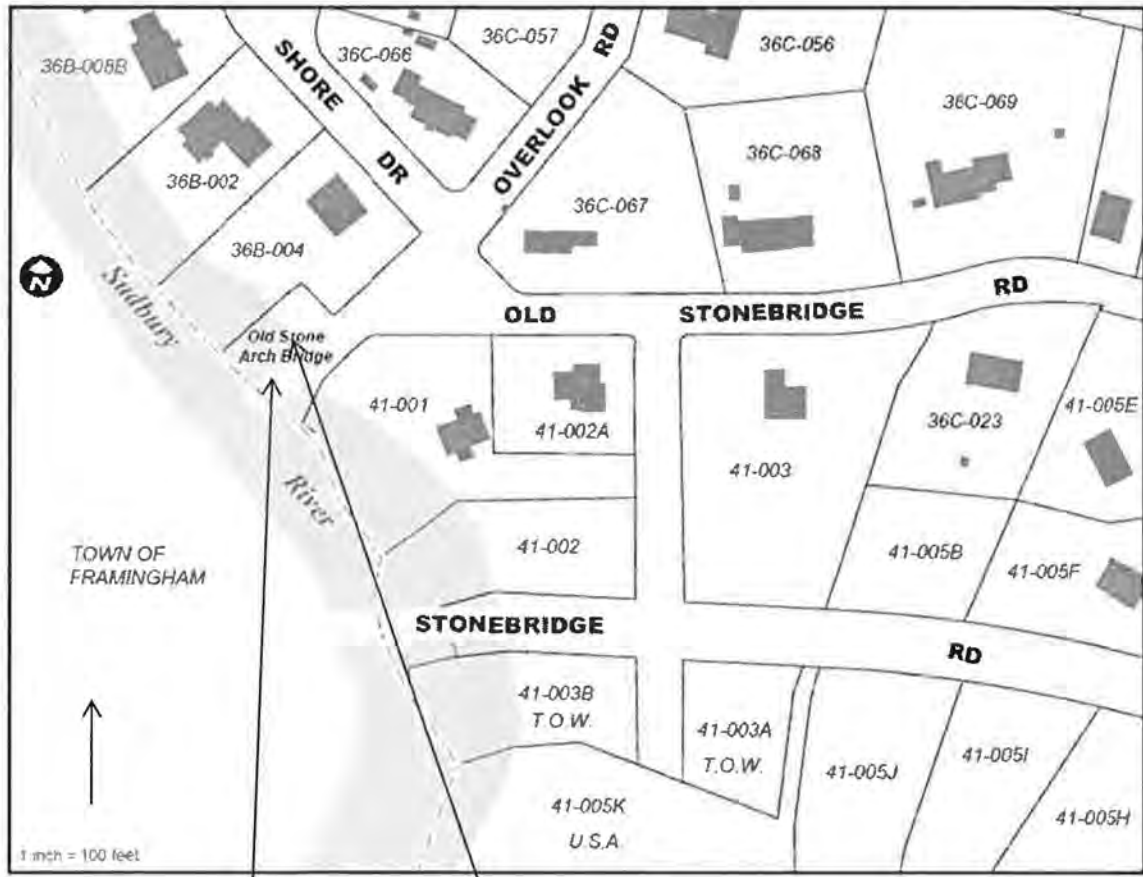


COURTESY OF JOHN J. McCANN

**Fig. 2. Stone's Bridge. Photographed by John J. McCann. Date: 1948-1955
Courtesy of Wayland Historical Society**

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State



**Fig. 3. Wayland Map developed by Wayland GIS Coordinator showing:
Stone's Bridge and Knox Trail Marker (on bridge ramp)**

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

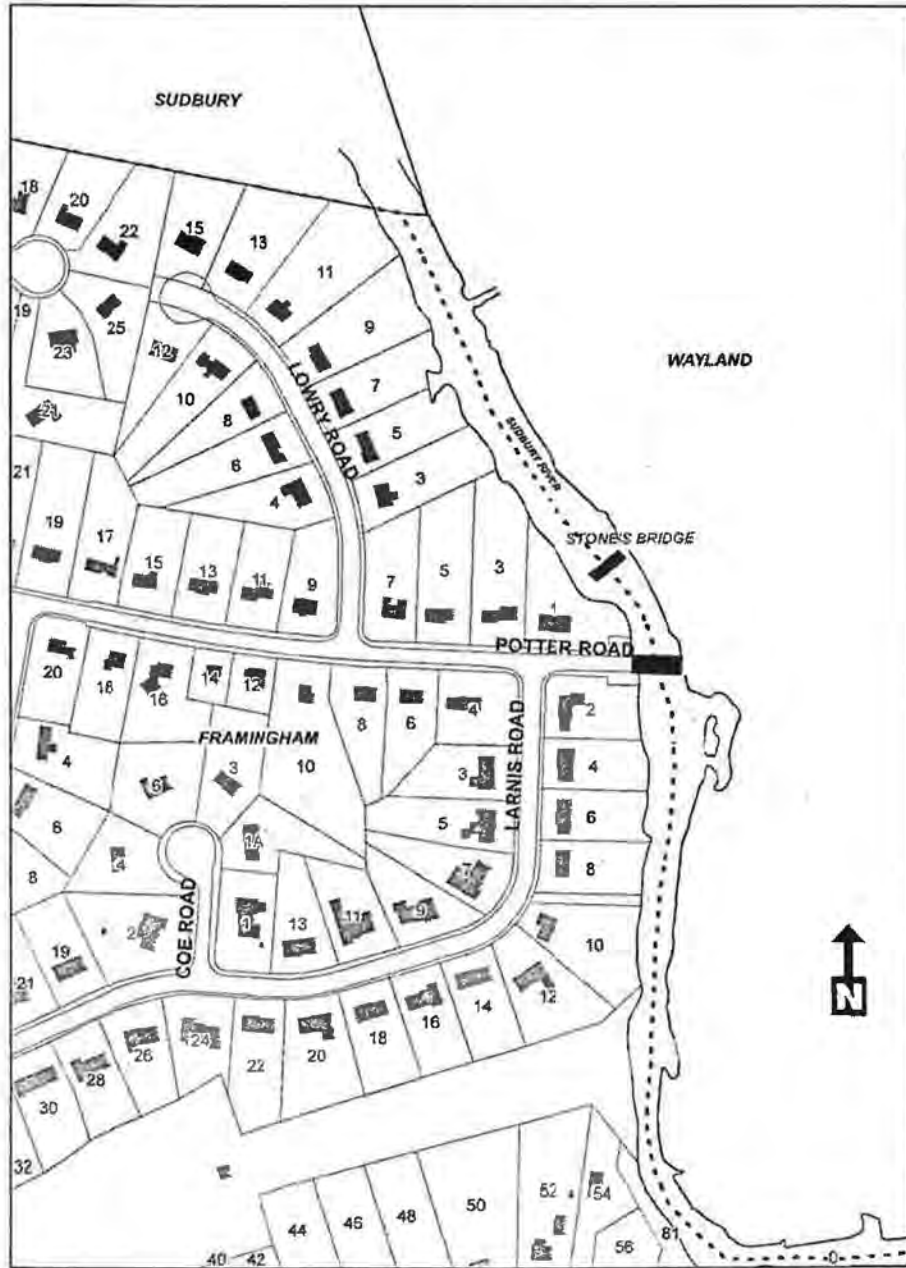


Fig. 4. Aerial view of GIS map. Stone's Bridge. Parcel 99-003 (road parcel designations)

Stone's Bridge
Name of Property

Middlesex Co., MA
County and State

Stone's Bridge



Community & Economic Development Division
Town of Framingham
May 2016

Fig 5. Framingham Map developed by Framingham Community and Economic Development Division –.

Framingham MASSACHUSETTS

Middlesex Co. Stone's Bridge



7.5 X 15 MINUTE QUADRANGLE SHOWING

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



1987

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

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

Compiled by photogrammetric methods from aerial photographs taken 1978 and 1983. Field checked 1979 and 1982. Map edited 1987

Supersedes Framingham 1979 and Natick 1970

1:25,000-scale maps

Projection and 1000-meter grid, zone 19

Universal Transverse Mercator

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

1927 North American Datum

To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 41 meters west as shown by dashed corner ticks

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

CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTROLLING ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLY WITH NATIONAL MAP ACCURACY STANDARDS

| CONVERSION TABLE | | DECLINATION DIAGRAM | | ADJOINING MAPS | | |
|------------------|--------|---------------------|------|----------------|---|---|
| Meters | Feet | Miles | Feet | 1 | 2 | 3 |
| 2 | 6.561 | 0 | 0 | 1 | 2 | 3 |
| 4 | 13.122 | 1 | 0 | 4 | 5 | 6 |
| 6 | 19.683 | 2 | 0 | 6 | 7 | 8 |
| 8 | 26.244 | 3 | 0 | | | |
| 10 | 32.805 | 4 | 0 | | | |

To convert meters to feet multiply by 3.281

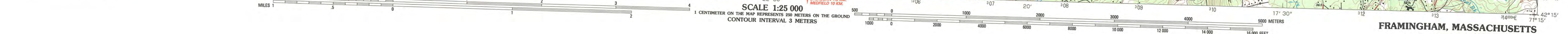
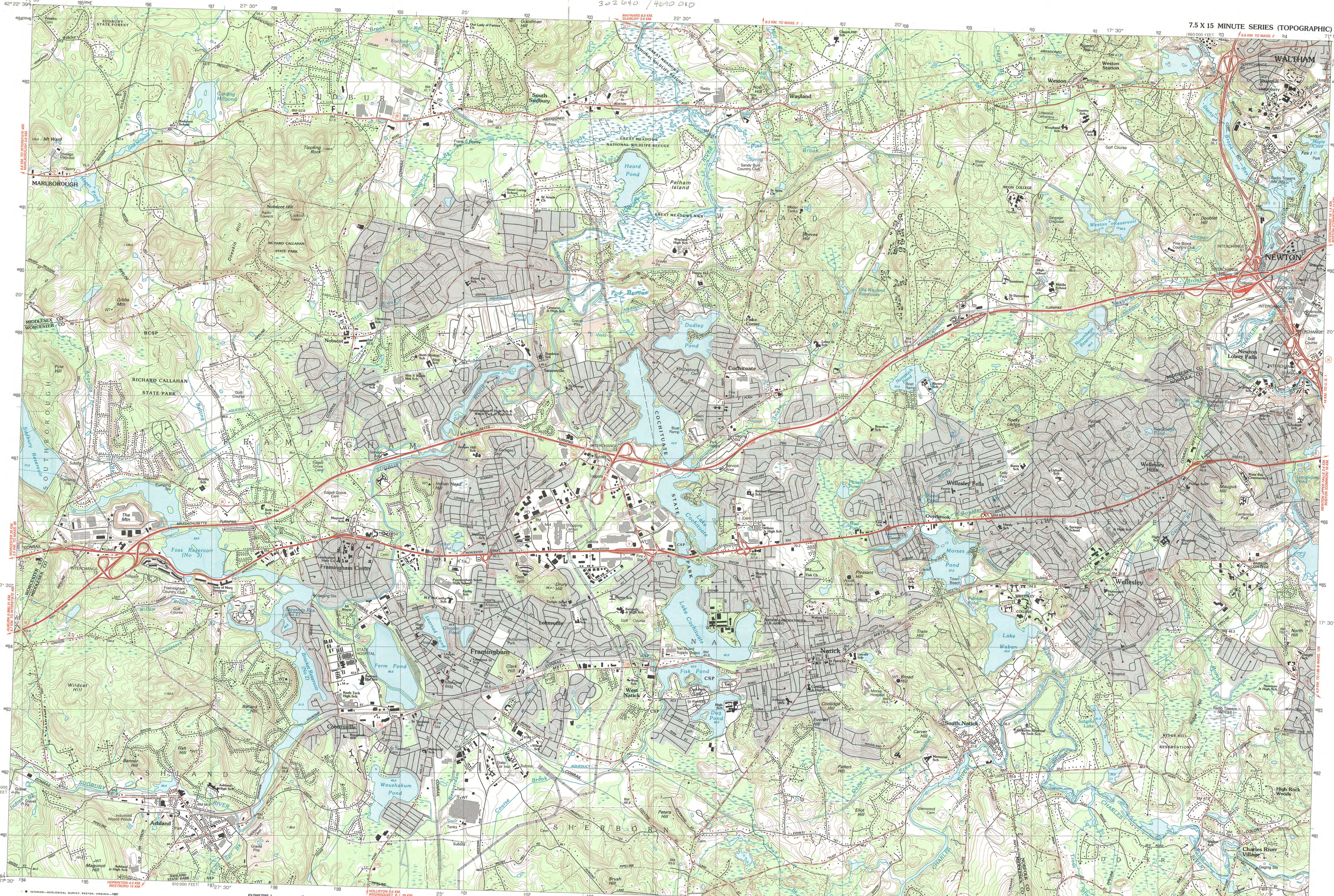
To convert feet to meters multiply by 0.3048

UTM grid convergence (GM) and 1987 magnetic declination (MD) at center of map. Diagram is approximate.

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

Topographic Map Symbols

- Primary highway, hard surface
- Secondary highway, hard surface
- Light-duty road, hard or improved surface
- Unimproved road, trail
- Route marker: Interstate, U. S., State
- Railroad: standard gage; narrow gage
- Bridge: drawbridge
- Footbridge; overpass; underpass
- Bulldoz area: only selected landmark buildings shown
- House; barn; church; school; large structure
- Boundary:
 - National, with monument
 - State
 - County, parish
 - Civil township, precinct, district
 - Incorporated city, village, town
 - National or State reservation; small park
 - Land grant with monument; forest section corner
 - U. S. public lands survey: range, township, section
 - Range, township, section line: location approximate
- Fence or field line
- Power transmission line, location given
- Dam; dam with lock
- Cemetery; grave
- Campground; picnic area; U. S. location monument
- Windmill; water well; spring
- Mine shaft; prospect; adit or cave
- Control: horizontal station; vertical station; spot elevation
- Contour: index; intermediate; supplementary; depression
- Disturbed surface: strip mine; lava; sand
- Bathymetric contours: index; intermediate
- Perennial lake and stream; intermittent lake and stream
- Rapids, large and small; falls, large and small
- Submerged marsh; marsh; swamp
- Land subject to controlled inundation: woodland
- Scrub; mangrove
- Other: vineyard



















BRIDGE CLOSED
NO TRESPASSING
BRIDGE UNSAFE

KNOX TRAIL
FORT
TICONDEROGA, N. Y.
TO
CAMBRIDGE MASS



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 12/2/2016 Date of Pending List: 12/27/2016 Date of 16th Day: 1/11/2017 Date of 45th Day: 1/17/2017 Date of Weekly List: 1/25/2017

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 1/17/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



TOWN OF FRAMINGHAM

Memorial Building, 150 Concord Street, Room 121, Framingham, MA 01901
508-532-5400 | 508-532-5409 (fax) | selectmen@framinghamma.gov | www.framinghamma.gov

RECEIVED

APR 14 2016

Town Manager
Robert J. Halpin

Assistant Town Manager
James P. Duane

Board of Selectmen
Charles J. Sisitsky, Chair
Michael J. Bower, Vice Chair
Laurie Lee, Clerk
Jason A. Smith
Cheryl Tully Stoll

March 8, 2016

Betsy Friedberg, Director of National Register Program
Massachusetts Historical Commission
220 Morrissey Blvd.
Boston, MA 02125

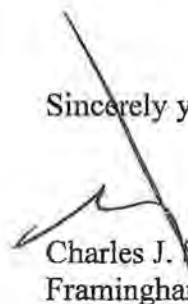
RE: Stone's Bridge, Wayland/Framingham National Register Nomination

Dear Ms. Friedberg,

The Framingham Historical Commission has informed us that the Wayland Historical Commission has submitted an application to nominate Stone's Bridge to the National Register of Historic Places. As part owners of the bridge the Board of Selectmen would like to express support for the nomination.

Thank you for your attention to this matter.

Sincerely yours,


Charles J. Sisitsky, Chair
Framingham Board of Selectmen

cc: Cherry Karlson, Chair, Wayland Board of Selectmen
Elisa Scola, Chair, Wayland Historical Commission

RECEIVED

APR 14 2016

MASS. HIST. COMM



TOWN OF WAYLAND

41 COCHITUATE ROAD
WAYLAND, MASSACHUSETTS 01778

BOARD OF SELECTMEN
LEA T. ANDERSON
MARY M. ANTES
CHERRY C. KARLSON
JOSEPH F. NOLAN

NAN BALMER
TOWN ADMINISTRATOR
TEL. (508) 358-7755
www.wayland.ma.us

March 21, 2016

Betsy Friedberg, Director of National Register Program
Massachusetts Historical Commission
220 Morrissey Blvd.
Boston MA 02125

RE: Stone's Bridge, Wayland/Framingham National Register Nomination

Dear Ms. Friedberg:

The Wayland Board of Selectmen would like to express its support for the National Register nomination application for Stone's Bridge that was submitted to your office by Gretchen Schuler on behalf of the Wayland Historical Commission. We are part owners of the bridge along with the Town of Framingham and, as the elected officials of Wayland, approve the listing of Stone's Bridge in the National Register of Historic Places.

Thank you for your attention to this matter.

Sincerely yours,

Cherry Karlson, Chair
Wayland Board of Selectmen

cc: Elisa Scola, Chair, Wayland Historical Commission
Charles Sisitsky, Chair, Framingham Board of Selectmen
Fred Wallace, Chair, Framingham Historical Commission



WAYLAND DEPARTMENT OF PUBLIC WORKS
TOWN OF WAYLAND
66 River Road, Wayland, Massachusetts 01778-2697

RECEIVED

APR 14 2016

MASS. HIST. COMM

(508) 358-3672 • FAX (508) 358-4082
Stephen Kadlik
DPW Director

March 22, 2016

Betsy Friedberg, Director of National Register Program
Massachusetts Historical Commission
220 Morrissey Blvd.
Boston, MA 02125

RE: Stone's Bridge, Wayland/Framingham National Register Nomination

Dear Ms. Friedberg,

The Wayland Board of Public Works, as part owner of Stone's Bridge, would like to express its support for the National Register nomination application for Stone's Bridge that was submitted to your office by Gretchen Schuler on behalf of the Wayland Historical Commission. We are part owners of the bridge along with the Town of Framingham and approve listing of Stone's Bridge in the National Register of Historic Places.

Thank you for your attention to this matter.

Sincerely yours,

Chris Brown, Chair
Wayland Board of Public Works

cc: Elisa Scola, Chair, Wayland Historical Commission
Cherry Karlson, Chair, Wayland Board of Selectmen
Charles Sisitsky, Chair, Framingham Board of Selectmen
Fred Wallace, Chair, Framingham Historical Commission



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

November 17, 2016

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

Dear Mr. Loether:

Enclosed please find the following nomination forms:

Stone's Bridge, Stonebridge Road over Sudbury River, Framingham and Wayland
(Middlesex), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Three letters of support have been received.

Sincerely,

A handwritten signature in blue ink that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Gretchen Schuler, consultant
Elisa Scolia, Wayland Historical Commission
Cherry Karlson, Wayland Board of Selectmen
Andrew Reck, Wayland Planning Board
Cheryl Stoll, Framingham Board of Selectmen
Fred Wallace, Framingham Historical Commission
Christine Long, Framingham Planning Board
Chris Brown, Wayland Department of Public Works