CORRECTED COPY

PH0026379

HBZn19

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE:	Massachusetts
COUNTY:	Norfolk
FOR NPS USE ONLY	
ENTRY DATE	OCT 15 1973

332300
4678190

SEE INSTRUCTIONS

1. NAME

COMMON: Quincy Granite Railway

AND/OR HISTORIC: Granite Railway

2. LOCATION

STREET AND NUMBER: Bunker Hill Lane

CITY OR TOWN: Quincy

CONGRESSIONAL DISTRICT: Eleventh

STATE: Massachusetts — CODE: 025

COUNTY: Norfolk — CODE: 021

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☐ Building	☐ Public	Public Acquisition:	☐ Occupied	Yes:
☐ Site ☒ Structure	☒ Private	☐ In Process	☒ Unoccupied	☒ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☐ Unrestricted
				☐ No

PRESENT USE *(Check One or More as Appropriate)*

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☒ Other *(Specify)*	
☐ Educational	☐ Military	☐ Religious	Not in Use	
☐ Entertainment	☐ Museum	☐ Scientific	(Area zoned for commercial)	

4. OWNER OF PROPERTY

OWNER'S NAME: Peter G. Ruscitto

STREET AND NUMBER: 159 Brook Road

CITY OR TOWN: Quincy

STATE: Massachusetts — CODE: 025

5. LOCATION OF LEGAL DESCRIPTION

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

STREET AND NUMBER:

CITY OR TOWN: Dedham

STATE: Massachusetts — CODE: 025

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6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Inventory of Historic Assets of the Commonwealth

DATE OF SURVEY: ☐ Federal ☒ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: Massachusetts Historical Commission

STREET AND NUMBER: 40 Beacon Street

CITY OR TOWN: Boston

STATE: Massachusetts — CODE: 025

FOR NPS USE ONLY
STATE: Massachusetts
COUNTY: Norfolk
ENTRY NUMBER: OCT 15 1973
DATE

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☐ Good	☒ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)			(Check One)		
	☐ Altered	☒ Unaltered		☐ Moved	☒ Original Site	

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

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

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

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

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

Today, the granite sleepers are the most prominent part of the railway. Beginning at the base of the quarry, on the south side of the dirt path, is located perhaps the first sleeper and the beginning of the railway.[2] Crossing the path a distance of 20' one does not find any sleepers at the described eight foot intervals but rather fragments of granite. East of the path, in a direct northeast line, are located a progression of sleepers as detailed in the above description. The road bed is an embankment, 4' deep and 5' - 6' wide, with the sleepers laid across the embankment walls. The drill holes are still visible, although grass has grown over some of the sleepers.

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

---

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

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

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☒ 19th Century
- ☐ 20th Century

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

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☐ Agriculture
- ☐ Architecture
- ☐ Art
- ☒ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☒ Engineering
- ☐ Industry
- ☒ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☒ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

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

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

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

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

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SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

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

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

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

10. GEOGRAPHICAL DATA

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

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

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

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SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:

Ms. Polly A, Matherly, Historian (727-8470)

ORGANIZATION

Massachusetts Historical Commission

DATE

February 23,1973

STREET AND NUMBER:

40 Beacon Street

CITY OR TOWN:

Boston

STATE

Massachusetts

CODE

025

12. STATE LIAISON OFFICER CERTIFICATION

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

National ☒ State ☐ Local ☐

Name John F. X. Dowley

Secretary of the Commonwealth
Chairman, Massachusetts
Title Historical Commission

Date March 13, 1973

NATIONAL REGISTER VERIFICATION

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

Ernest A Connally

Director, Office of Archeology and Historic Preservation
Associate Director
Professional Services

Date OCT 15 1973

ATTEST:

Keeper of The National Register

Date 10.9.73

PLEASE RETURN THIS FORM WHEN THE PROPERTY IS RESUBMITTED. DATE: 5/4/73

NAME OF PROPERTY Quincy Granite Railway

The attached National Register Inventory-Nomination form is being returned to your office for clarification of the information indicated below. Rec'd 6/20/73

____ 1. Name.

____ 2. Location.

✓ 3. Classification. please check blank for present use

____ 4. Owner of Property.

____ 5. Location of Legal Description.

____ 6. Representation in Existing Surveys.

✓ 7. Description. please check blanks for condition

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

____ 9. Bibliography.

____ 10. Geographical Data.

a. Longitude and Latitude Coordinates.

b. Acreage.

____ 11. Form Prepared By.

____ 12. Certification.

____ Photographic Coverage.

____ Map Coverage.

____ Other.

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

Thank you for your attention to the above items checked.

SIGNED:

PROPERTY Quincy Granite Railway STATE Mass

WORKING NUMBER 4.4.73.2710

card filed out

TECH REVIEW

Photos 1

Maps 1

CONTROL REVIEW

OK

CM 5-4-73

HISTORIAN

John Adams died on the 4th of July. They sure took a long time to bury him if D. Webster's Accept-Aml (when returned) 5/4/73 Accept 5-9-73 C Shull

ARCHITECTURAL HISTORIAN Need more info. on duration and condition. Good site though! district to go to Central file 8th floor RETURN KH 5/9/73

ARCHEOLOGIST

REVIEW UNIT CHIEF

BRANCH CHIEF

KEEPER

National Register write-up

Federal Register entry 12-4-73

Send-back 6.14.73

Re-submit 8-20-73

Entered OCT 15 1973

PROPERTY Quincy Granite Railway STATE Mass.

WORKING NUMBER 4.4.73.2710

Norfolk

TECH REVIEW

Photos 1

Maps 1

CONTROL REVIEW

8 cm
8-20-73

OK

HISTORIAN

Accept AmL
8/20/73

ARCHITECTURAL HISTORIAN

Accept
KHC
8/21/73

Accept 8.22.73 C shwl

ARCHEOLOGIST HAER: I spoke at length with a Mr .Edward C. Johnson, 813 Diversy Pkway., Chicago, IL 60614, (312)gr2-5051, who was referred to me by the Nat'l. Foundation of Funeral Services as an expert on the history of funerary practices. He assured me that the ~~tec~~ technology was available in 1826 to have kept John Adams embalmed for three months. We both questioned why this would have been desireable since it wasn't common practice to conduct public funerals and viewings of diseased dignitaries until the time of the Civil War. The only other possible reason he could think of was that three months were required to complete Adams's tomb or there may be a mistake in the dates as cited on the form. The railroad is a significant site. The Quincy Granite RR Incline, ~~another early railroad plateway in this area, is ready~~ already on the NR.

ACCEPT
END
9/28/73

REVIEW UNIT CHIEF
Inventoried by HAER.

BRANCH CHIEF

They kept Calvin Coolidge for six years, and then discovered that he hadn't even been dead.

Accept
Rogers
10/5/73

KEEPER

10/9

National Register write-up _____ Send-back _____

Federal Register entry _____ Re-submit _____

Entered OCT 15 1973



NPS Number 4 19 73

FORM 10-301 A
(6/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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

1. NAME

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

2. LOCATION

STATE	COUNTY	TOWN
Massachusetts	Norfolk	Quincy

STREET AND NUMBER

Bunker Hill Lane

3. PHOTO REFERENCE

PHOTO CREDIT	DATE	NEGATIVE FILED AT
J. Michael Franceschi	1972	Mass. Historical Commission 40 Beacon Street, Boston, Ma.

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

View of railway bed and granite sleepers, taken from northeast

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GPO 932-009

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

BLUE HILLS QUADRANGLE
MASSACHUSETTS
7.5 MINUTE SERIES (TOPOGRAPHIC)

71°07′30″ 42°15′ 71° 01′ 58″ 42° 14′ 23″ 71°00′ 42°07′30″

325 000m E. 327 329 331 2′30″ 332 334 000m E. 730 000 FEET

4679 000m N. 4678 4677 4676 4675 12′30″ 4673 4672 4671 10′ 4669 4668 4667 4666 000m N. 450 000 FEET 420 000 FEET

BOSTON (JUNC. U.S. 1) 5.1 MI. · QUINCY 4.9 MI. · EAST MILTON 2.8 MI. · 1.7 MI. TO MASS. 138 · 6768 I SE (BOSTON SOUTH) · SUMNER TUNNEL 9.1 MI. · BOSTON (JUNC. MASS. 3 & C37) 2.5 MI. · 1 MI. TO MASS. 3 · 5.7 MI. TO MASS. 3 · 6768 I NW (NEWTON) · 6868 IV SW (HULL) · 6768 II NW (NORWOOD) · 6868 III NW (WEYMOUTH) · 6768 II SW (MANSFIELD) · 6.8 MI. TO U.S. 1 & MASS. 16 · TAUNTON 16 MI. · BROCKTON (JUNC. MASS. 28) 5.5 MI. · 6768 II SE (BROCKTON) · 2.2 MI. TO MASS. 27 · BROCKTON (JUNC. MASS. 123) 3 MI. · BRIDGEWATER 10 MI. · BROCKTON (JUNC. MASS. 28) 1.5 MI. · ROCKLAND 5.8 MI. · HANOVER 12 MI. · (WHITMAN) 6868 III SW

BOSTON · Hyde Park · Brush Hill · Fairmount Sch · St Pius X Sch · Needham Rd Sch · Milton · Popes Pond · Brook · Blue Hills · Trout Brook · Skating Rink · Town Farm · CURRY COLLEGE · Jeanne d'Arc Academy · Camp Sayre · Hemenway Pd · St Columbans Seminary · NEPONSET RIVER RES · Run · Chestnut · Breakneck Ledge · Hemenway Hill · Hancock Hill · Hillside Pond · Gravel Pit · Police Sta · Great Blue Hill · Wolcott Hill · Houghton Hill · Tucker Hill · Boyce Hill · Buck Hill · Hawk Hill · Hole in Rock · Southeast Ridge · Little Blue Hill · Radio Tower (WGBH-FM) Observatory · USAF Radar Tower · TV Tower (WGBH) · Radio Tower (State Police) · Breeze Hill · Burnt Hill · Hooscwhisick Pond · Pukomet Spring · Blue Hill River · INTERCHANGE 60 · INTERCHANGE 61 · 4 LANE · YANKEE DIVISION HIGHWAY · MASSACHUSETTS TURNPIKE (I 90) · NEW YORK THRUWAY · TO JUNCTION U.S. 1 · Ponkapog Sch · Golf Course · Ponkapog Pond · Ponkapog Brook · Gravel Pit · Duck Pond · Glen Echo Pond · Capen Sch · North Stoughton · Maplewood Cem · Pinnacle · Quarry · Curtis Cem · Holy Sepulchre Cem · Stoughton · Armory · West Sch · High School · Pearl St Cem · West Stoughton · State Hospital Sch · Drive-in Theater · Reservoir Pond · Muddy Pond · Gravel Pits · Redmond Brook · York Brook · Pequod Brook · Tower Hill · Tower Hill Sch · Puddin Hill · Neary Mtn · Country Club · Glovers Brook · Bear Swamp · Beaver Brook · Talbot · Avon · Standpipe · Central Cemetery · Landwood Cemetery · St Marys Cemetery · Oakwood Cem · Boston School for the Deaf · Devine Sch · North Randolph · Great Pond · Reservoir · Ponkapog Pond · Norroway Pond · Belcher Sch · Belcher Park · Randolph · High School · Stetson Sch · Tumbling Brook · Cocheco · Broad Meadow Brook · Braintree Highlands · Braintree · Holbrook · Garfield Sch · High School · Lake Holbrook · Sylvan Lake · McNeil Sch · Union Cem · Sumner Sch · Lincoln Sch · Franklin Sch · Substation · County Hospital · Gravel Pit · Brookville · Trout Brook · Monatiquot River · Sunset Lake · Torrey Sch · Pond Street Cem · Ames Pond · Hollingsworth Pd · Colbert Sch · Thayer Academy · Fire Sta · South Braintree · Frenchs Common · Lakeside Cem · Standpipe · Library · PO · Airstrip · Farm · Five Corners · BLUE HILL CEMETERY · Old Quincy Reservoir · Lakeside Sch · Hollis Sch · High School · Monatiquot Sch · Standpipe Park · Athletic Field · Braintree · Sta · Hemlock Bound · Hole in Rock · Pukomet Spring · Great Cedar Swamp · Bouncing Brook · Chickatawbut Hill · Kitchamakin Hill · Nahanton Hill · Slide Notch · Fox Hill · Blue Hills Reservoir · Wampatuck Hill · Round Top · The Crags · Rattlesnake Hill · St Moritz Park · Babel Rock · Great Dome · Little Dome · Furnace Brook · Pine Hill · Water · Quarry · Quarries · Fuller · Willard Sch · Shea Park · John Hancock Sch · Kincaide Park · Jr High Sch · Lincoln Sch · St Johns Sch · St Johns Ch · Cem · Bk · Sta · Mt Ararat · Cranch Sch · Quincy Center · North Commons · Water · Quarries · St Marys Sch · St Theresas Ch · Cem · BM 77 · QUINCY · South Quincy · Archbishop Williams High Sch · St Coletta Sch · QUINCY RAILWAY · QUINCY

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Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, Massachusetts Geodetic Survey, and Massachusetts Harbor and Land Commission

Culture and drainage in part compiled from aerial photographs
Topography by planetable surveys 1936
Culture revised by photogrammetric methods from aerial photographs taken 1957. Field check 1958

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

Red tint indicates areas in which only landmark buildings are shown

MN · GN · 15° 267 MILS · 1°23′ 25 MILS
UTM GRID AND 1958 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000
1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

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

MASS
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty · Light-duty
Medium-duty · Unimproved dirt
State Route

BLUE HILLS, MASS.
N4207.5—W7100/7.5
1958

AMS 6768 II NE—SERIES V814

INTERIOR-GEOLOGICAL SURVEY, WASHINGTON, D. C.—1965—NS

HB 2n 19
33Z300 4678190
19

Form 10-301
(July 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

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

1. NAME

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

2. LOCATION

STATE	COUNTY	TOWN
Massachusetts	Norfolk	Quincy

STREET AND NUMBER
Bunker Hill Lane

3. MAP REFERENCE

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

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

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GPO 932-010

The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

John F. X. Davoren
Secretary of the Commonwealth

~~2 Jimmy Street~~
40 Beacon Street

Boston, Mass. 02108

March 29, 1973

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

Attention: Mr. Jerry Rogers

CERTIFIED MAIL

Dear Jerry:

Enclosed are National Register nominations for:

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

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

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

Cordially,

Bob,

Robert B. Rettig
Executive Director
Massachusetts Historical Commission

RBR:pm
Encls.



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

John F. X. Davoren
Secretary of the Commonwealth

~~2 Joy Street~~
40 Beacon Street

Boston, Mass. 02108
(617) 727-8470

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AUG 20 1973
NATIONAL REGISTER

July 6, 1973

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

Attention: Jerry Rogers

CERTIFIED MAIL

Dear Jerry:

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

Sincerely,

Elizabeth R. Amadon

Elizabeth R. Amadon
State Survey Director
Massachusetts Historical Commission

ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered OCT 15 1973

Name	Location
Quincy Granite Railway	Quincy Norfolk County
Mills-Stebbins Villa	Springfield Hampden County

Also Notified

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

Director, Northeast Region

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

PHR MMott 10/25/73