

United States Department of the Interior
National Park Service

475

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: Theodore Lyman School

Other names/site number: _____

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 30 Gove St.

City or town: Boston (East Boston) State: MA County: Suffolk

Not For Publication: Vicinity: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>October 1, 2014</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

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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 Edison H. Beall
Signature of the Keeper

12.2.14
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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>2</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions.)

EDUCATION/school

Current Functions

(Enter categories from instructions.)

DOMESTIC/multiple dwelling

HEALTH CARE/clinic

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7. Description

Architectural Classification

(Enter categories from instructions.)

Late Victorian/Italianate

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK
OTHER/STONE/Granite; WOOD

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

The Theodore Lyman School (1869 -1871) is a three-story, red-brick building with contrasting granite trim. Facing southwest with its main entrance on Gove Street, the building is almost square in plan (104'-8"x 114'-6"), with a hipped roof and a central projecting pavilion at each elevation. Designed in the Italianate style, the school sits on a raised basement and has a granite sill, granite watertable, and a brick and contrasting granite beltcourse at each story (Photos 1, 2, 3). The building occupies its original rectangular lot at the east corner of the intersection of Paris and Gove (formerly Decatur) streets near Maverick Square in East Boston, and it is set back approximately ten to fifteen feet from the sidewalk on Paris and Gove streets. An ornate, wrought-iron fence lines the property along Gove and Paris streets. Northeast of the property there is a city playground, which was originally created sometime between 1912 and 1922.¹ The red-brick Dante Alighieri School (1924) is located across Gove Street facing the Lyman School. Otherwise, the surrounding neighborhood is mostly residential, consisting of late 19th- and early 20th-century, wood-frame, single and duplex residences and brick apartments across Paris Street and on the block where the Lyman School is located. On the exterior, the building is substantially intact except for replacement

¹ The playground parcel was created by removing several wood-frame stables, some brick and wood-frame residential buildings on Paris Street and Chelsea Place, and by taking one vacant lot on Paris Street and the rear yards of a row of houses on Chelsea Street.

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windows and a replacement rear (northeast) door, which were installed when the building was converted to apartments in 1984.

It is an excellent example of the work of Gridley J.F. Bryant and of a neighborhood school designed in the Italianate style. The two contributing resources are the school building and the wrought-iron fence.

Narrative Description

The Theodore Lyman School is slightly off-center on a level parcel, sited toward the intersection of Gove and Paris streets so that the side yards to the east are deeper than the setbacks along Gove and Paris streets.² The main entrance is centered on the Gove Street (SW) elevation, and the rear entrance (NE) faces the city park. A concrete walk leads to the original main entrance on Gove Street. A paved parking area is entered from Paris Street and covers the width of the lot along its northeast border. A concrete ramp, steps, and landing with pipe rails have been added at the northeast entrance, which faces the parking lot (Photos 4, 6).

A historic wrought-iron fence encloses the lot along Gove Street and Paris Street (Photos 1, 9). While most of the finials and one newel post at the entrance walk have been lost, it is otherwise in fairly good condition. The fence sits on a granite curb. A wide granite sill at the entrance walk shows evidence that there had been a gate at one time.

The walls, built of water-struck red brick, rise to a brick-paneled cornice (Photo 6). Window openings have shallow, segmental brick arches framed by brick hood molds and granite sills (Photos 1-4, 7, 8). Each of the projecting pavilions is surmounted by a pediment. The recessed main entrance on Gove Street, which is approached by one concrete step and two low granite steps, is centered in the pavilion and is framed by brick pilasters, which are continued at each story above (Photos 5, 6). A wood-paneled arch frames the opening for the deeply set entrance, which contains the original, Italianate, paired wood doors (Photo 5).

Above the entrance, delicate wood colonettes frame two narrow, round-arched windows above. Above these windows is a marble datestone with four dates of construction for this school and its predecessors. Above the fourth-story windows, centered on the façade, is a carved marble sign in raised block letters with the name "LYMAN SCHOOL" (Photo 20). A similar infill of wood panels and round-arched windows framed by colonettes is centered above the rear (northeast) entrance (Photo 6). The existing building was reportedly constructed in 1869-1870 and rebuilt in 1871, following a fire. While the architecture and details of the building are consistent, the brick at the third story and at the gable ends of the pavilions is slightly more orange, suggesting this story was added or rebuilt, most likely in 1871.³ One brick exterior chimney near the east corner is not original, and may have been cut down slightly. The rear (northeast) door from the parking lot, dating to 1984, is an aluminum-frame-and-glass system. The single door is flush metal, with a window and sidelights. A canvas awning on a metal frame shelters the rear entrance door.

The original windows were 6/6, double-hung wood (historic photos); they were 4/4 in the narrow window openings at the pavilions. The existing windows are aluminum replacements installed in 1984. The

² The school is sited on the diagonal with respect to the points of the compass. The corner closest to the intersection of Gove and Paris streets is west. The Paris Street elevation is northwest, and the Gove Street elevation is southwest. The rear elevation facing the parking lot is northeast, and the side elevation facing 36 Gove Street is southeast.

³ This assumption is consistent with a contemporary account of the building when it first opened in 1870. It was described as having "...two finished stories and a French roof and basement." *Boston Transcript Supplement*, Jan. 1, 1870, 1.

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windows have three equal sections; a fixed upper sash and 1/1, single-hung windows below; insulated glass; and an exterior half-screen. The original wooden brickmold is covered by the 1984 aluminum panning.

The complex hipped roof had originally been slate. It has a cross gable at the center of each elevation. A deep, segmental-arched trim piece that was originally set into the tympanum of the front (southwest) pediment has been removed (historic photos and Photo 4). Today, the roof is sheathed in asphalt shingle, and one chimney rises from near the east corner of the roof. At the center of the main roof, there is a late 20th-century skylight at what appears to be an original roof opening. An aluminum gutter at the eaves was installed in 1984. Heavy wood brackets support a deep wood soffit under the eaves and frame the panels at the cornice (Photos 1, 2, 3, 6, 7).

The original, typical floor plan had six classrooms per floor (see Fig. 2), with a central stair at Gove Street and a corresponding stair at the rear (northeast) of the building (Photos 10, 13, 14). The description of the interior plan for Bryant's Quincy School (1847-1848) is quite similar to the Lyman School plan, the only difference being that Lyman had six classrooms per floor rather than four. Developed in the 1840s to suit a new teaching model with individual classrooms for different age groups, it soon became a standard school plan. Each classroom had a coatroom as well. The center of each floor was an open circulation space extending between the two stairs. Small offices for nurses and teachers and service rooms opened into the center of the building.

The broad, dogleg stairs with landings have original, sturdy newel posts with chamfered edges and round finials. The turned railings and balusters are wood. Large wooden posts set diagonally on the stairs appear to add structural reinforcement. They appear to be more than 50 years old, and may be original. The stairs from the fourth to the fifth floor are not historic, and have a drywall enclosure as the railing. Ramps have been installed from the rear (northeast) entrance to the first and second floors (originally basement and first floor). The rear stair was narrowed for this installation.

The current plan from the 1984 conversion has two residential units in each classroom (twelve units per floor). The elevator is on one side of the circulation area, and offices, a laundry room, and similar spaces occupy some of the former open circulation space. On floors two and three (originally one and two), some apartment entries have the original full-height classroom doorways with historic wood surrounds (Photo 11). The historic doorways have glass transoms with a three-light sash; the area on the interior of the glass has been filled to create the necessary fire rating between the residential units and the corridor. The original door opening now holds a flush door and an infill panel above. The floors are covered in carpet, except for kitchens, baths, and the laundry room, which have linoleum tile.

The fourth floor has the same plan as the lower floors, but none of the doorways have a historic surround or transom (Photo 15). The fifth floor (attic) has public meeting space, clinic space, and a public kitchen. It is relatively open at the center, with eight-foot partitions around the edges of the floor. The walls in the attic are sloped, following the pitch of the roof near the outside edges of the floor. The heavy timber wooden trusses are exposed within the space, and tie rods suspended from the beams support the floor (Photo 19). There is one square skylight centered on the roof. Small skylights installed in 1984 provide the only other light to this space, which would not have been habitable for school uses.

In 1984, exterior walls were furred out, insulated, and drywall was installed. Interior walls are also drywall. Inside the units, walls and ceilings are drywall; ceilings have been dropped and are held back four feet in front of the windows. No historic trim or detail is visible. There is no evidence of special uses in any of the former classrooms (Photos 16, 17, 18).

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A review of building permits revealed one repair and one small change in the 1930s. In 1933, the cornice was repaired, and in 1939 stud partitions were installed for nurses' and teachers' rooms.⁴ It is likely that these rooms are the areas that project into the central open hallway on the northwest and southeast sides of the hall. In 1953, funding was approved for the Lyman School to receive a new slate roof and snow guards.⁵

Archaeological Description

While no ancient Native American sites are currently known on the property, sites may have been present. The property is located on the northeastern slope of the former Smith Hill, a small promontory at the southern end of Noddle's Island that most of East Boston is built upon. No Native sites are documented in East Boston; however, very limited archaeological survey has been conducted in the area. The undeveloped areas within the parcel have a moderate potential to contain preserved Native archaeological cultural materials. These sites could include camps, resource processing areas, or agricultural fields.

There is no recorded development on the Lyman School parcel prior to the mid 19th century. Between 1837 and 1851, four domestic structures were built upon the parcel currently containing the Lyman School. The construction of the school in 1869 would have necessitated the demolishing of these structures. Given the above, there is moderate potential for preserved archaeological sites relating to these earlier structures and the Lyman School. These deposits could include domestic waste, privies, and schoolhouse-related artifacts.

⁴ Based on 1930s building permits.

⁵ Boston School Committee. *Annual Report of the School Committee of the City of Boston*. Various, 1884-1973.

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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

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Areas of Significance

(Enter categories from instructions.)

Education

Social History

Architecture

Period of Significance

1870-1964

Significant Dates

1870

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Architect/Builder

Gridley James Fox Bryant

Louis P. Rogers

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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.)

Dedicated on October 18, 1870, the **Theodore Lyman School** is located at the corner of Paris and Gove streets in the Jeffries Point neighborhood of East Boston, Massachusetts. It served as a public elementary school until 1980, and was converted to elderly housing in 1984. It is an intact example of a brick, Italianate-style, neighborhood elementary school, and possesses integrity of location, design, setting, materials, workmanship, feeling, and association. It meets criteria A and C at the local level, with a period of significance that extends from its opening in 1870 to 1964, when the school was still operating as a neighborhood elementary school serving East Boston. The date of 1964 was selected as an end date to allow 50 years for historical perspective. The Lyman School is East Boston's earliest school building of fourteen extant that date prior to 1941.

The school satisfies criterion A as an example of a public building that reflects the period of East Boston's development as an immigrant neighborhood, where the schools provided not only basic education but education in English for immigrants and evening school for those who had to work during the day. The Lyman School is believed to be East Boston's earliest remaining public school building. It served Jeffries Point for 110 years, during the many social and physical changes experienced by East Boston over that century. It is also an example of a school building that served the expanding role of public education in Boston and Massachusetts, a city and state that made early commitments to improving public access to education. The building meets criterion C as a work of Boston architect Gridley James Fox Bryant, working with Louis P. Rogers. Bryant had a 50-year career as one of Boston's most important Victorian-era architects, designing private homes, office blocks, schools, prisons, and municipal buildings, many of which still exist and are considered major contributions to the architectural landscape. Two examples are the 1851 Suffolk County Jail (NR 1980) and the 1865 Boston City Hall (NHL 1970).

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

History of East Boston

East Boston was originally five separate islands in Boston Harbor. The largest part of today's East Boston was once Noddle's Island, while Hog Island (also known as Breed's Island) makes up today's Orient Heights section in the north. The other islands were Governor's, Bird, and Apple islands.

Since the 1830s, broad areas of marshes and mudflats around Noddle's Island and the other islands have been filled in and used for settlement, industry, and Logan Airport. Mostly created in the mid 20th century, Logan International Airport is a large area of made land, which constitutes a significant portion of East Boston's acreage. The present land area of East Boston, including Logan Airport, is nearly double its original size.⁶ Despite the extensive filling that created more land, East Boston is separated from Boston proper by Boston Harbor. Two vehicular tunnels and a bridge connect East Boston across the harbor to the North End, Charlestown, and South Boston neighborhoods and the neighboring city of Chelsea. Connections to East Boston are also made by public transportation, by the Blue Line subway of

⁶ William John Gurney, *Background and History Series: East Boston*, Boston Redevelopment Authority, 1960, n.p.

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the Massachusetts Bay Transportation Authority (MBTA), and MBTA ferries, as well as by surface roads to the north.

In 1833 General William Sumner, who had inherited a large tract on Noddle's Island, and his partners founded the East Boston Company and purchased much of the remainder of Noddle's Island from various private owners. The company's purpose was to own and develop the land and call it East Boston. The company directed the growth and progress of this area of Boston for the next 100 years. Jeffries Point, located at the southern end of a peninsula that was part of Noddle's Island, and today extends from Maverick Square to the southeastern tip of Sumner Street, was the earliest area of East Boston to be settled. It was the company's aim to cultivate a commercial center and a vacation resort. William Sumner writes in his *History of East Boston* that in anticipation of population growth the proprietors adopted a grid street plan with streets of "generous width," with the assumption that their "regularity and excellent adaptation to business, and an increasing population, add very much to the beauty of the Island and the value of the property."⁷

Around 1834, other businessmen decided to take advantage of opportunities (related to the abundance of waterfront land) in the new East Boston; the East Boston Wharf Co., the East Boston Timber Co., a sugar refinery, and a shipyard were established. Regular ferry service to Boston began in 1835. Shipbuilding companies along the shore of Boston Harbor soon became East Boston's most famous industry and the mainstay of its economy in the mid 19th century, attracting workers from the South Shore of Massachusetts and from Nova Scotia. By 1835, ten wharves had been built, and a mile and a half of the East Boston Company's Eastern Railroad (the right-of-way is now the MBTA Newbury-Rockport commuter rail line) passed over the island.⁸ In 1836, as development began to totally change the former islands, East Boston was annexed to Boston.

The East Boston Company's plans for the island to become a summer resort, like the neighboring towns of Chelsea and Nahant, came to fruition when the Maverick House Hotel (no longer extant) in Maverick Square opened its doors in 1835. It served vacationers and travelers brought from ships and trains. The tradition of recreation continued in the 19th century with the opening of the Jeffries Point Yacht Club. Chartered in 1876, it claims to be the first chartered yacht club on the East Coast.⁹ In the 1890s the city established a major recreational site at Wood Island Park, designed by Frederick Law Olmstead. This park was later taken by the Massachusetts Port Authority for the extension of a runway at Logan International Airport.¹⁰

Noddle's Island served as a source of timber, as grazing land, and was used for farming before the East Boston Company began their development. With the introduction of industry, East Boston attracted working-class people. An 1836 publication observed that the population of East Boston had grown from eight in 1833 to 600, and that "a large proportion of this population consists of mechanics and artisans, and, so long as the price of land there continues at a rate so much lower than in the city opposite, the difference being more than ten to one, it will continue to offer advantages that will induce the rapid settlement of that portion of the Island more particularly adapted to the purposes of that influential and

⁷ Mayor's Office of the Bicentennial, *East Boston* (Boston: Boston 200 Neighborhood History Series, 1976), 3, 11; William H. Sumner, *A History of East Boston With Biographical Sketches of Its Early Proprietors, and An Appendix* (Boston: William H Piper & Co, 1868), 461.

⁸ Gurney, *East Boston*, n. p.; Sumner, *History of East Boston*, 517-8.

⁹ http://www.jeffriesyachtclub.com/Contact_JYC.html The yacht club on Jeffries Wharf, with a similar footprint to the existing, first appeared on the 1892 Bromley atlas (Sheet 5), and is not shown on the 1884 Bromley (Plate L). Jeffries [Point] Yacht Club is still operating at the same location today.

¹⁰ Boston Landmarks Commission, *East Boston: Exploring Boston's Neighborhoods*, n. p.

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industrious class of citizens; while [in some sections], the most delightful situations are to be found for villas and rural residences." Shipyard workers came during the 1840s, and lived near Maverick Square and Paris Street in rooming houses and cheap tenements. During the 1850s and 1860s, Irish fleeing the Great Famine arrived in large numbers. Having been tenant farmers in Ireland, they entered Boston's urban setting and formed an unskilled labor force that built piers, extended railroads, and worked on the docks.¹¹

By the mid 19th century East Boston was thriving. Its population was growing rapidly and industry was flourishing. New construction included 87 new dwellings, the Atlantic Works manufactory of steam engines and machinery, a slat factory, two large iron factories, a saleratus (baking soda) factory, and two large freight houses on the premises of the Grand Junction Railroad (separate from the Eastern Railroad), to name a few. Most of all, East Boston was famed for its production of merchant ships and clipper ships. Thirty-six vessels were built on its shores in 1854 alone, and repairs were made on ships to the amount of nearly \$4,000,000. In this same year, East Boston could boast of 22 primary schools, with an average attendance of 1,278 pupils, and two grammar schools with an average attendance of 1,174 pupils.¹²

Also of importance in the mid 19th century, the Cunard Steamship Company from Liverpool, England began to operate a pier in East Boston as its American terminus. At the Cunard Dock, immigrants would be processed by American immigration officers on site before they were allowed to enter the United States. Those who were not met by friends or relatives and who had no immediate place to go would stay for a time at The Immigrants Home in East Boston until they could be met by relatives.¹³

For a while, some areas of East Boston were developed as exclusive, suburban residential neighborhoods. Ships' owners and officers built homes on the hills, with large gardens overlooking the harbor. At the same time, the increased demand for piers on the harbor, the development of steam railroads and their extension to East Boston, and the expansion of Boston's population also brought more industry and rapid population growth. Craftsmen and workers skilled in the manufacture of pottery, locomotives, engines, and especially shipbuilding steadily flowed into East Boston, increasing the population from 5,018 in 1845 to 18,356 in 1860, and to 29,280 in 1895.¹⁴

In the mid 19th century, East Boston's industrial economy diversified. Ship repair works, foundries, and machine shops required skilled labor, and absorbed a growing population of Yankee migrants from outside the city, as well as Canadian and Irish workers. A class of professionals and merchants, as well as clerical and managerial workers, developed to service local community and industry. These professions offered entrepreneurs and artisanal workers a means of entering the middle class.

Attracted by work in local factories and shipping industries, immigrants flocked to East Boston from the late 19th century through the 1920s. Between 1885 and 1915, Russian Jewish and Italian immigrants doubled the population of East Boston.

The first iron steamship in the United States was built in 1857 at the Atlantic Works on East Boston's south shore. Ironically, while this was a point of pride for East Boston, it also portended the end of its shipbuilding industry, as iron and steel steamships replaced wooden sailing ships on the seas. Changes

¹¹ Sumner, *History of East Boston*, 518; Mayor's Office of the Bicentennial, *East Boston*, 6.

¹² Sumner, *History of East Boston*, 532-33.

¹³ Vannasse Hangen Brustlin, Inc, *The East Boston Immigration Station: A History* (Massachusetts Port Authority, February 2012), 12. The former Immigrant's Home, at 72-74 Marginal Street in East Boston, currently houses affordable elderly apartments and the offices of the East Boston CDC, the owner/developer of the Lyman School.

¹⁴ Gurney, *East Boston*, n. p.

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came after the Civil War as a result of the end of the clipper-ship era, as well as the advent of iron and steel steamships. Workers in the shipyards left to seek employment elsewhere, while immigrant laborers who would accept lower wages competed for jobs that still existed on the waterfront and the railyards. Land speculators bought the fine, single-family residences and renovated them into multifamily buildings, or demolished them and replaced them with the three-deckers that were becoming ubiquitous in working-class neighborhoods all over eastern Massachusetts. The Atlantic Works stayed in business for many years, offering employment to East Bostonians, and eventually becoming part of Bethlehem Steel. Shipbuilding docks became railroad docks and the sites of freight haulers, coalyards, and ship-repair facilities much like Atlantic Works. Other businesses, such as machine shops, foundries, the Maverick Mills on Addison Street, garment and shoe factories, and the General Electric Lamp Factory, also provided employment.¹⁵

In 1844, members of Boston's first Jewish congregation established the Ohabei Shalom Cemetery in East Boston, the state's first legally established Jewish cemetery. At that time, the area was remote from downtown Boston and relatively undeveloped. By the last quarter of the 19th century, immigration of Italians and Eastern European Jews reversed the population drain caused by the decline of the shipyards, and they doubled East Boston's population from 1885 to 1915. By 1905, the Jewish community in East Boston was the largest in New England, supporting three synagogues. On Chelsea and Porter streets there were kosher markets and restaurants, along with other Jewish businesses. The men of the Jewish community worked in familiar occupations from the old country—tailor, shopkeeper, peddler, junk dealer—and they were also industrial workers. As they became more prosperous, Jewish families moved on to other areas, and by 1930 the Jewish population of East Boston had mostly disappeared. Large numbers of Italians began to settle in East Boston in the first years of the 20th century. They came first from the North End of Boston and were soon joined by relatives and “paisani” (in the diaspora, those from the same village) from Italy. Attracted by low rents, they settled on Jeffries Point and around Maverick and Cottage streets. The community spread from there, and by 1915, Italians formed a significant part of East Boston's population. This remained true throughout most of the 20th century. As members of this community became more prosperous, many of them moved to the wealthier Orient Heights section of East Boston, into single-family houses with suburban-style yards. With the implementation of strict national immigration restrictions in 1924, the population of East Boston peaked at 64,000 in 1925. The 2010 census population count was 40,508.¹⁶

By 1930, many of the businesses that had prospered in East Boston had moved or gone out of business, and the face of the city began to evolve with changes in transportation. In 1904 the Boston Elevated Railway completed the first underwater tunnel in North America, connecting East Boston's trolley lines to Boston's network; this tunnel now carries the Blue Line of the MBTA subway. The Grand Trunk Railway, built along the western docks facing Boston, terminated operations in the 1930s. In 1934 the Sumner Tunnel running beneath Boston Harbor, an automobile connection from East Boston to Boston proper, was completed; a second tunnel running parallel to the first, the Callahan Tunnel, was added in 1961, improving automobile access but also increasing traffic passing through the neighborhood. A third tunnel, the Ted Williams, which connects South Boston to Logan Airport, was completed in the early 21st century. Logan Airport has also had a significant impact on East Boston. The original airfield opened as Boston Municipal Airport in 1923 on filled mudflats adjacent to Jeffries Point, and passenger service began in 1929. More landmaking in the 1940s, out to Governor's and Apple Islands in the harbor, expanded the airport. Land takings, especially the taking of Wood Island Park, and increased truck traffic

¹⁵ Mayor's Office of the Bicentennial, *East Boston*, 16.

¹⁶ Mayor's Office of the Bicentennial, *East Boston*, 6-7; Boston Redevelopment Authority, <http://www.bostonredevelopmentauthority.org/pdf/ResearchPublications//East%20Boston.pdf>.

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for runway expansion in the 1960s created serious tensions between the airport authority and the East Boston community. This history of distrust with airport administrators has never been entirely resolved.¹⁷

East Boston today continues to be a working-class community with a mix of ethnic heritages. Families of Italian background who have been in the community for generations share this Boston neighborhood with newer immigrants from South and Central America and Asia. In the 21st century, new development along the Boston Harbor waterfront is also attracting some gentrification.

History of Boston Schools

The first public school in Boston was Boston Latin School, established in 1635. Only boys could attend; its main purpose was to prepare young men for college and for the ministry. From this beginning and through the 17th century, Massachusetts Colonial and Provincial laws under two separate charters, were passed, requiring that towns of a certain minimum size maintain schools for the education of their children.¹⁸

Although Boston's education system was well established by the beginning of the 19th century, only about 14.1 percent of eligible school children aged four to fifteen attended the schools. These were mostly middle-class children. About 20.6 percent of the city's school-age children attended either public or private schools, and the rest received instruction at home, or learned to read and write while apprenticed to an artisan, or remained illiterate.¹⁹

Boston continued to allocate a large amount of funds to its schools, which slowly fueled growth in the school population. By 1820, Boston offered the most extensive public education available in the country. Public taxation supported schools for children aged four to 16 years, although only about 25 percent of those eligible took advantage of the opportunity. In the 1820s, after Boston was incorporated as a city in 1822, the share of children attending public school increased to 45 percent.²⁰ The completion of the first Lyman School in East Boston in 1837 was followed by a campaign of school construction in East Boston, dating between 1842 and 1901, which added ten primary and grammar schools in the local community.

Boston educators became interested in the Prussian system of education in the 1830s. The Prussians had a state-supported system that combined liberal education and physical exercise with age classification and mandatory school attendance. Horace Mann, who became the first Secretary of the State Board of Education in Massachusetts from 1837 to 1848, advanced interest in this system in Massachusetts.²¹ Mann was responsible for reshaping the Commonwealth's education system. Early in his tenure, in 1838, he advocated centralizing the school system under the supervision of one Superintendent of Public Schools. This set off a bitter controversy with the Primary School Committee, who vociferously opposed his ideas. In his 1843 *Seventh Annual Report* to the legislature, Mann reviewed the Prussian system and found much to praise in it, in particular the proper classification of the scholars by age and academic achievement. Teachers could then teach only one class at a time rather than be in charge of several age groups studying at several different levels, as was currently the case in Massachusetts. Mann's *Tenth Annual Report* (1846) asserted that education was a natural right for every child, and it is a necessary responsibility of the state to ensure that education is provided for every child. This drive for educational

¹⁷ Mayor's Office of the Bicentennial, *East Boston*, 10.

¹⁸ Finance Commission of the City of Boston, *A Chronology of the Boston Public Schools* (City of Boston Printing Department: Boston, 1912), 5.

¹⁹ Schultz, *Culture Factory*, 23.

²⁰ *Ibid.*, vi, 70, 110.

²¹ *Ibid.*, 126-27.

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reform was a response to great changes in social conditions: the Industrial Revolution and associated population growth that, as the years went by, was fueled by immigration. Mann and the reformers who supported him believed that education was necessary to create a citizenry that could adapt to American life and participate in democracy. They sought a uniform curriculum, better-trained teachers, and improved schoolhouse design. The *Tenth Annual Report* led to the adoption in 1852 of the first state law requiring compulsory attendance in school.²²

With the support of several prominent Bostonian reformers, Boston educators began to convert the school system to the model of graded schools (meaning school classes were separated into age groups). The first urban graded grammar school in the nation, the Quincy School, designed by Gridley J.F. Bryant, was opened in 1847 under headmaster John D. Philbrick, who later became Superintendent of Schools and a national authority on education.²³ Under the old education system, each grammar school had two masters; one was the writing master (including mathematics), and the other the reading master. One taught all of the students in the morning, and the other in the afternoon, with no uniform curriculum. Women were generally not hired as teachers because of the belief that they could not handle the boys, and each master acted autonomously. In the Quincy School, a new teaching method was adopted. A group of teachers, which included women, was hired and worked under the central authority of a principal, teaching smaller classes divided into grades defined by age. Sometimes known as “the experiment,” the school proved to be successful. By 1860 all of Boston’s primary and grammar schools worked on a graded system, and by the end of the 19th century, school systems all over the country had adopted this form of organization.²⁴

School change came gradually to Boston, however. Gridley Bryant’s Bowdoin School (45 Myrtle Street, Boston) was built on Beacon Hill about the same time as the Quincy School (1847-1848). This school for girls differed from the Quincy School in several ways. It was more modern in its exterior appearance, with Italianate features such as a hipped roof with modillions, quoins, an oriel window, and arched windows, in contrast to the much plainer Quincy School. However, it retained the old plan of the traditional master system.²⁵

Over the years, other changes were made to the Boston school system as a result of acts of the Legislature. The Massachusetts Acts of 1855, Chap. 256, forbade distinction on account of race, color, or religion in admission to public schools. In 1857, Chap. 189 of the Acts of 1857 authorized schools for persons over fifteen years of age to be held either in the day or evening. The first regular appropriation for evening schools under Chap. 189 was not passed, however, until 1868. The Acts of 1883, Chapter 174, made evening schools compulsory in towns and cities with populations of 10,000 or more “for the instruction of persons over 12 years of age in orthography, reading, writing, geography, arithmetic, drawing, history of the United States, and good behavior,” as well as other subjects deemed appropriate by the school committee. In 1898, English language and grammar, industrial drawing, and physiology and hygiene were added to the curriculum. In the 20th century, the administration of the evening schools was systemized by improving record keeping, adding other vocational subjects to the curriculum, formalizing the course of study to encourage a regular course of work with graduation in four years, and extending the term for foreign-born students.²⁶

²² Boston Finance Commission, *Chronology of Boston Schools*, 9; Schultz, *Culture Factory*, 126-27.

²³ The “old” Quincy School, 88 – 90 Tyler Street in Chinatown, is said to be Boston’s oldest school building that is still operating as a school. It is now a private school operated by the Chinese Consolidated Benevolent Association.

²⁴ Schultz, *Culture Factory*, 129-31; Roger G. Reed, *Building Victorian Boston: The Architecture of Gridley J. F. Bryant* (University of Massachusetts Press: Amherst and Boston, 2007), 53-54.

²⁵ Roger Reed, *Building Victorian Boston*, 55. The Bowdoin School now contains 35 apartment units and retail at the first floor.

²⁶ Boston Finance Commission, *Chronology of Boston Schools*, 11, 12, 15, 18, 20, 25, 27.

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Boston's City Council authorized the funding and construction of the Theodore Lyman School in 1869, and its reconstruction following the fire in 1871. It was not until the Acts of 1895, Chap. 408, that the school committees were finally given full power to erect and furnish school buildings.

The First and Second Theodore Lyman School

The first public primary school²⁷ in East Boston had opened in January 1836, in a room in one of the houses of the Malleable Iron Co. on Meridian Street. (The iron foundry went bankrupt in the 1830s, and much of its property located near the waterfront was later used in the shipbuilding industry.) Other schools followed in 1837, 1841, 1842, and 1843. In 1857 there were 63 teachers and 3,860 children in public and private schools. By the writing of Sumner's *History of East Boston*, published in 1858, the public schools in East Boston numbered three: the Lyman, the Chapman, and the Adams schools. By 1860, East Boston had ten public and private schools. The first and second Theodore Lyman schools (1837; destroyed by fire and rebuilt 1846, demolished ca. 1912) were located southeast of the present Lyman School building.

The first Lyman School was East Boston's first public grammar school and served the part of East Boston that lay "... east of the railroad and south of a line commencing at the Mystic River, and running easterly through Central square and Porter St., along its continuation to the bay on the east." This describes the entire southern part of Noddle's Island, and includes today's Jeffries Point neighborhood. The first Lyman School building was at the intersection of Paris, Meridian, and Wesley (now Emmons) streets. The building was destroyed by fire in 1846, and a new Lyman School building was constructed on the same site that same year. The replacement building for the original Lyman School was later occupied by a branch of the Boston Public Library (established 1869; dedicated 1871)²⁸ and by the District Court. Based on the Bromley atlases, the court relocated to the second Lyman School between 1874 and 1884. The second Lyman School was replaced by a building for the court and police station, built ca. 1912. The 1912 structure was two stories, of buff brick, and had a flat roof. In 1930-1931, a new building was constructed for the East Boston District Court (now the East Boston Division, Boston Municipal Court) at 37 Meridian Street, connected to the police station. A third story was added to the police station at that time.²⁹

The first Lyman School was reorganized and went from teaching girls and boys together to separating the students into a boys' school and a girls' school, both housed in the same building. In 1854, under Horace Mann's school reforms, the school was again reorganized and boys and girls were again united, with an enrollment of approximately 700 pupils. In 1856, the Adams School was opened and took 363 pupils from the Lyman School. By the late 1850s, the Lyman School's enrollment was 648.³⁰

Theodore Lyman, Jr. (1792-1849)

The first, second, and third Lyman schools were named for former Boston Mayor Theodore Lyman, Jr. The first Lyman School contained a library presented to the school by that gentleman in 1847. Theodore Lyman, Jr., author and mayor of Boston in 1834-1835, was the son of a successful merchant. He was

²⁷ The distinction is that primary school served ages 4 to 6 and grammar school served ages 7 to 15.

²⁸ This was the first municipally supported branch library in the United States. The branch library was moved in 1914, and again in November 2013, to new purpose-built structures. <http://www.bpl.org/branches/eastboston.htm>

²⁹ MACRIS, BOS.96

³⁰ Sumner, *History of East Boston*, 666-67.

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educated at Phillips Exeter Academy and Harvard, and after leaving Harvard in 1810 he traveled in Europe for four years. He was in Paris when the allied armies entered the city during the Napoleonic Wars, and wrote an account of that experience in the book *A Few Weeks in Paris* (1814). He also wrote *The Political State of Italy* (1821) and *The Diplomacy of the United States* (1828). From 1820-1825 he served in the Massachusetts Legislature where, as a Federalist, he opposed the election of John Quincy Adams as president and supported Andrew Jackson. In the course of the campaign, he wrote an editorial that angered Daniel Webster so much that Webster sued Lyman for criminal libel. The case was later dropped. He ran for mayor of Boston and served in that office for two years. During his administration, a mob broke into an abolitionist meeting and took William Lloyd Garrison, dragging him through the streets. Lyman saved him from the mob by arresting him and taking him to the city jail for disturbing the peace. Garrison was released the next day. After leaving office Lyman devoted his life to philanthropy, especially to the education and rehabilitation of juvenile offenders. It was during this time he helped to establish the State Reform School for boys at Westborough, known as the Lyman School for Boys (now closed; NRDIS, NR MPS 07/25/1994).³¹

The Third Theodore Lyman School

The present Theodore Lyman School building was begun in August 1869 at the corner of Paris and Decatur (now Gove) streets. It was dedicated October 18, 1870. Mr. H. H. Lincoln, principal of the Lyman School, gave a speech at the opening of the school in October 1870. He started teaching at the first Lyman School in temporary quarters in a church just after the 1846 fire, and had been at the Lyman School for 23 years. In his speech, Lyman praised the new building and reminded the audience that the building was only the "garb of an external regeneration." He urged all to focus on the mission of the school—to teach the students—and asked teachers, pupils and parents to "pledge ourselves anew" to this end.³²

While the first and second Lyman Schools were designed for the master system of instruction, the third Lyman School design was intended to serve the new method of separate classes for different age groups and levels of competency. The earlier Lyman schools had encompassed two open rooms, one on the first and one on the second floor. While the new method may have been adopted at the Lyman School prior to 1869, the new Lyman School would have been more ideally suited to the new system with separate grades and separate classrooms.

The third Lyman School was damaged by fire in August 1871 and rebuilt, with the addition of a full third floor and a new roof. The area of the site was 26,200 square feet,³³ the same dimensions as it is today. An article in the Boston Transcript Supplement reporting the school's Jan. 1, 1870, opening read:

“. . . the fine new Lyman School is just being finished up according to plans by Messrs. Bryant and Rogers under the superintendence of William Sayward. This building is of brick, in the form of a Latin cross having an extreme width of 104'8" and extreme length of 114'6" and contains two finished stories and a French roof and basement. The basement story is 9' in height; each of the other stories is 14'.

³¹ Joseph Fahey, ed., *Boston's Forty-Five Mayors* (Boston: Souvenir Press Edition, City of Boston Printing Plant, 1975), 7; Dumas Malone, *Dictionary of American Biography, Vol. VI* (New York: Charles Scribner's Sons, 1933), 518.

³² The speech was reprinted in *The East Boston Advocate* and reprinted in part in *The Massachusetts Teacher*, Vol. 23. Boston: Massachusetts Teachers Association. John Kneeland, ed. pp. 445 – 446.

³³ Boston School Committee, *Annual Report of the School Committee of the City of Boston, 1900* (Boston: Municipal Printing Office, 1900), 36.

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The basement is subdivided into playrooms, furnace and fuel rooms, water closets and janitor's rooms; has a centre hall, and staircases in front (southwest) and rear (northeast); entrances and entries communicating with yards. The first and second story interior arrangements are similar, each story containing six schoolrooms with six garment closets and four teachers rooms, communicating with the schoolrooms and with garment closets. A centre hall with its exterior entrances divides the building into two equal portions flanking the two sides of said hall. The third or roof story contains an exhibition hall with two anterooms as a part thereof together with two schoolrooms, staircases, closets, garment closets, and teachers rooms. The exterior of the structure is entirely in keeping with its inside arrangements and presents a fine appearance.³⁴

The 1870 description of the building as two stories with a "French roof" and basement³⁵ undoubtedly refers to a mansard roof, characteristic of the Second Empire Style.³⁶ The current building is three full stories with a hipped roof plus a basement and attic. This would indicate that in the 1871 rebuilding, the full third story was added in place of the mansard roof and the existing roof was constructed. The brick at the current third story appears to be just slightly lighter than the lower stories, which supports the supposition that the third-story exterior walls are not original.

The existing third floor (now called 4th floor) has the same floor plan as the two floors below. However, there are no historic doorways with wood surrounds and transoms at this floor. This would suggest that this floor did not originally have the same floor plan as the floors below. It is not clear whether the change was made in 1871 or at some later date.

The contemporary description (above) of the plan as that of a Latin cross is confusing. The building is almost square in plan, with a single wide hallway that bisects the building from the front entrance (Gove Street—southwest) to the rear (northeast) entrance. The hallway is lined on each side with three classrooms. The floor plan or roof plan might look like a cross, because each elevation has a central projecting pavilion, with a tall cross gable running into the main hip roof.

The main use of the Lyman School was always as a primary school, but other types of classes met here. In 1879 one of the city's evening schools began to meet there, and the Boston School Committee's *Report of Committee on Accounts* notes that by 1893, one of the schoolrooms on the first floor was being used for a manual training shop and another for a school of cookery. In 1907, the Boston Public Schools introduced a pilot program for industrial education in the elementary schools that was extended to the Lyman School in 1909.³⁷

³⁴ *Boston Transcript* Supplement, Jan. 1, 1870, 1.

³⁵ It is assumed that the "French Roof" was a mansard, which would have allowed the third floor to be usable as described in 1870. The current roof is hipped and there is a full third floor. The current attic had no windows or light until skylights were installed in the 1980s.

³⁶ Gridley J.F. Bryant created a modest version of the Second Empire style for the third Lyman School. Known for the robust and elaborately embellished design of Boston's Second Empire-style Old City Hall (1865), Bryant employed some similar features at the Lyman School, such as the center pavilion, but the detail at Lyman was more subtle, using brick, shallow changes in plane, and simple pilasters. The Lyman's mansard roof lasted only one year, until it was rebuilt following a fire.

³⁷ Boston School Committee, *Documents of the School Committee of the City of Boston for the Year 1893* (Boston: Rockwell and Churchill, City Printers, 1893), 74; Boston School Committee, *Manual of the Public Schools of the City of Boston* (Boston: Rockwell and Churchill, City Printers, 1879), 106; Boston Finance Commission, *Chronology of Boston Schools*, 26.

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The Lyman School was the first of three East Boston public schools built at the intersection of Gove and Paris streets. The second school was the Cudworth School, which was located at the north corner of the intersection. Built in 1892-1894, Cudworth was a two-story, brick building that started as a primary school and later served as a manual training school, specializing in woodworking. The Dante Aleghieri School, an elementary school serving grades one through six, was built in 1924 on the south corner of the intersection to accommodate the overflow from the Lyman School. Originally designed with eight classrooms, some of which have been subdivided, the Aleghieri School is a two-story brick building. It was closed in 2011, reopening in the fall of 2014 as a private Montessori School.

It was lamented in the 1944 report of the Finance Committee that all three schools were located on lots that did not have room for additions, which explains why there were three schools on one intersection. Although the Aleghieri School was built in 1924 to absorb the growing elementary population, the 1927 Sanborn Insurance map shows five satellite schoolrooms on the Lyman property and one on the Cudworth lot, suggesting that the growth of the population of school-age children quickly exceeded the capacity of the new school.

The effect of the enormous flow of immigrants into East Boston in the late 19th century can be seen in the fluctuating plans of the school committee for the primary school buildings in the Lyman School District. The Lyman School District (as opposed to the Lyman School) was a district in East Boston that contained other schools besides the Lyman School. In 1858 the Lyman District had seven primary schools, with a total of 406 students enrolled. In the 1890s there were three primary schools, and there were attempts to retire two of them. The Austin School, originally a six-room schoolhouse on Paris Street, was built in 1849. It was enlarged and remodeled in 1855, and further additions were made in 1868. In 1895 it was relinquished to the Boston City Council as no longer being needed for school purposes. In 1899, due to the increased school population, the city council returned it to the school committee. The Cudworth School, a nine-room primary school across Paris Street from the third Lyman School, was built in 1892-1894, and was intended to replace both the Austin School and the Webb School on Porter Street. The Webb School, a six-room building, was erected in 1853 and given to the city council as no longer required for school purposes in 1896. However, the pressure for additional school facilities caused it to be turned over to the school committee again in 1898.³⁸ By 1913, the Lyman School District was subdivided, creating the Ulysses S. Grant School District.

Lyman School, 1920s to 1980

The Lyman School was one of ten schools that offered afternoon kindergarten classes in 1921. Two afternoon classes out of thirteen citywide were held at the Lyman School. It was also the first school in East Boston to offer a summer vacation school program. In 1923, summer "vacation" school had been established in one school in Boston. The demand for it proved so great that funding was increased in 1924, expanding the program in its original location and extending it to the South End and to the Lyman School in East Boston. Even then it was forced to turn students away. The Lyman School enrolled 1,700 summer school students in its first summer in the program.³⁹ By 1930, the Lyman, Cudworth, and Aleghieri schools all offered summer vacation schools.⁴⁰ Also in 1930, three portable classrooms were

³⁸ Boston School Committee, *Annual Report 1900*.

³⁹ Boston School Committee, *Annual Report of the School Committee of the City of Boston, 1924*, 60.

⁴⁰ Boston School Committee, *Annual Report 1930*, 23. The "vacation" schools were differentiated from the summer "review" schools, which were most likely for those who did not complete or pass a course during the previous school year. The "vacation" schools held classes Monday-Friday from 9 a.m.-noon, while the "review" schools held classes Monday-Saturday, and the hours were not indicated.

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listed at the Lyman School, suggesting that both academic-year and summer classes were in great demand.

By 1966, East Boston's Lyman School District contained three elementary schools, the Lyman, the Aleghieri mentioned above, and the James Otis School (ca. 1907, 218 Marion Street). However, between the 1930s, which saw Boston's student population peak, and 1960, there had been a 36-percent decline in public school enrollment, a 36-percent increase in parochial school enrollment, and, overall, a 20-percent decline in student enrollment in the city of Boston. The schools reflected a citywide problem of physical and economic decline, often associated with the movement of more prosperous, and mostly white, residents to the suburbs.⁴¹ The Racial Imbalance Act,⁴² passed by the Massachusetts Legislature in 1965, was intended to address the inequality of schools around the city, where schools in minority neighborhoods were noticeably inferior to those in the white and more prosperous neighborhoods. Since students attended schools close to where they lived and since many Boston neighborhoods were segregated, the solution to school desegregation required sending public school students outside their neighborhoods.

In 1974, U.S. District Judge W. Arthur Garrity, Jr. implemented a school integration plan to bus students from school districts with poorly rated schools to neighborhoods with more highly rated schools, and vice versa. Phase 1 of this plan most notably called for students from Roxbury to be bused to schools in South Boston, while students from South Boston were bused to schools in Roxbury. East Boston schools were not part of the Phase 1 plan, although it was reported that residents of East Boston protested against busing at the early protests at South Boston High School. Even though they had not yet been affected, local parents and students also demonstrated against busing at East Boston High School on Sept. 20, 1974. Apparently, Italian students from East Boston had themselves experienced racial hostilities from other white students when they attended Charlestown High School before Garrity's order had been implemented.⁴³

East Boston was included in the citywide Phase 2 student busing plan. During this period, Judge Garrity became the *de facto* administrator of the school system, overseeing not just decisions having to do with desegregation, but also building repairs and even acquisition of sports equipment.⁴⁴ In March of 1980, Judge Garrity ordered twelve Boston elementary schools to close their doors permanently at the end of the school year in June. The order was a response to the loss of some 30,000 public school students in Boston over the previous decade, and was the result of a three-year study. The school population loss was blamed by many on "white flight" because of desegregation and busing, but was more likely part of a demographic pattern seen in many American cities at that time. Judge Garrity had "been concerned that

⁴¹ The city's loss of jobs in traditional industries, a decline in wages, a high rate of office and retail vacancies, and a population decline were all part of this pattern. The *Annual Reports of the Superintendent* of the Boston Public Schools until 1976 and the *Proceedings of the School Committee* until 1972, including the report of the Superintendent of Buildings and the Superintendent of Construction, focused mainly on staff and personnel issues, student counts, and policy. The budget information combined all of the schools together, usually broken out into two groups: new construction and repairs, or repairs and alterations. It is therefore difficult to obtain information specific to the Lyman School, or even to schools in East Boston. It was reported in the 1972/73 Annual Report that 14 schools had been built in Boston between 1941 and 1969, while another 14 schools were built between 1969 and 1973, suggesting substantial improvement in facilities prior to school busing in 1974.

⁴² Mass.G.L. c. 71, §§ 37C, and 37D and c. 15, §§ 1I, 1J and 1K, - See more at:

<http://www.blackpast.org/primary/boston-bussing-case#sthash.Nf1CaBXJ.dpuf>. At the end of busing in 1988, the number of students in Boston public schools had gone from 100,000 to 57,000, 15% of whom were white.

⁴³ <http://openvault.wgbh.org/catalog/tocn-mla001129-i-evening-compass-i-clips-1974-75>.

<http://fledge.watson.org/~lisa/blackhistory/citing.html> (25 May 1998)

⁴⁴ American National Biography Online, <http://www.anb.org/articles/11/11-01223-print.html>. Accessed 3/17/2013.

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excess seats could permit the sidestepping of his 1974 desegregation order at some schools." The Lyman School was among the twelve elementary schools named, and closed its doors in June 1980.⁴⁵

Lyman School, 1980s to 2014

The Lyman School Housing Committee Inc. converted the former Lyman School to apartments in the 1980s. The ownership has not changed, and is headed by the East Boston CDC. The building permit was filed in 1983 and the work completed approximately two years later. The new use consisted of 45 apartments, a senior daycare center and community room/health center at the fifth floor (attic), and an office in the basement. The apartments are all affordable senior housing and many residents, as well as seniors living offsite, take advantage of services offered by the East Boston Health Center. During the 1980s conversion, the roof, windows, and rear (northeast) door were replaced. The classrooms (six per floor) were divided up into two units per classroom. An elevator was installed, and accessible ramps were installed from the rear entrance.

The owner is planning to rehabilitate the property while it is occupied, and the residents will continue to live in the building when the work is completed. Proposed work includes repair of deferred maintenance items, a new roof, replacement of windows with historically appropriate windows, and improvements for accessibility. The floor plan will not change, and existing uses will remain.

Architect Gridley James Fox Bryant

Gridley James Fox Bryant (1816-1899) was the eldest child of Maria Winship Fox Bryant and Gridley Bryant, a mason and masonry builder, as well as an innovative construction engineer. The elder Bryant invented much of the railroad technology for transporting granite from the Quincy quarry for the Bunker Hill Monument (NHL 1966). He also designed a portable derrick for moving stone on site for the construction of the United States Bank building in Boston (not extant), and was one of the masons for Quincy Market (1824-1826, NHL 1966).⁴⁶

Although the son of a "mechanic" (a stone mason), Gridley J.F. Bryant received an advanced education for a member of his social class. His early instruction took place in public schools in Boston, where he was born, and in Quincy, where his family moved in 1827 so his father could manage the granite quarry. In 1830, at the age of 14, he attended the Gardiner Lyceum in Gardiner, Maine, which has been called the first engineering school in America. In 1831 Bryant continued his education by working at the Charlestown Navy Yard, presumably as an apprentice, under civil engineer Loammi Baldwin, Jr. and architect-engineer Alexander Parris. The Ropewalk (NHL 1966) and Storehouse No. 34 (NHL 1966), two of Parris' noteworthy Greek Revival granite structures, were built at the Navy Yard during Bryant's time there.

In 1837, the 21-year-old Bryant decided to open his own practice, even while the better-known Alexander Parris retained secure employment at the Navy Yard. The timing seems unfortunate in light of a financial panic in 1837 and another financial crisis in 1839, which brought on a nationwide depression in the 1840s. It is surprising, therefore, that Bryant prospered from the beginning, with many of his commissions in the first years coming not only from several architectural projects, but also from making

⁴⁵ *Boston Globe*, March 22, 1980, "12 Boston Schools are Ordered Closed."

⁴⁶ Unless otherwise noted, the information on the following pages is taken from: Roger Reed, *Building Victorian Boston*, 5-172. <http://www.traditional-building.com/Previous-Issues-08/AprilBR08Granite.html>

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drawings for his father for patent applications and of surveyed land. He first shared an office with Parris at 51 Court Street, but by 1840 had moved to 4 Court Street, where he remained until 1867.

Among his commissions during the economically difficult years of the late 1830s and early 1840s were private residences in Boston and surrounding suburban communities, such as Brookline, Cambridge, and Somerville. Some examples still exist, such as the Jeremiah Hill House (NRDIS 1980) on Kennard Road in Brookline, and one of two bowfront rowhouses, #6 Garden Court St., in the North End of Boston. Once the depression began to ease in the mid 1840s, Bryant found a great deal of work designing granite, Greek Revival commercial blocks in Boston's downtown. Of Bryant's buildings in the downtown area, 152 were destroyed in the Great Fire of 1872, which devastated 65 acres of downtown Boston. It is surprising that only six post-fire buildings found in MACRIS have been identified as Gridley Bryant designs. One is 322-328 Washington Street, named the Transcript Newspaper Building, and five others are granite blocks between 45 and 71 Franklin Street. Bryant had been commissioned to replace more than 100 of the pre-fire buildings prior to his death in 1899.

In the mid 19th century, Gridley J.F. Bryant became well known for his architectural work in various reform movements of the time, including school reform. Horace Mann had begun to implement educational reform in 1837, when he helped to create the first state board of education, on which he served for 11 years, beginning in 1848. Between 1840 and 1848, Boston constructed three primary schools and eleven grammar schools. Bryant designed two of the new grammar schools—the Quincy Grammar School at 88-90 Tyler Street in Chinatown, and the Bowdoin Grammar School at 45 Myrtle Street on Beacon Hill—and one of the new primary schools.

For the 1847 Quincy School, touted 50 years later in a commemorative newspaper article as “the first modern school in America,” Bryant designed a new building plan for a new system. Instead of the single, large schoolrooms where one of two masters taught all of the students in the morning, and the other in the afternoon, Bryant's design featured smaller classrooms for individual graded classes, and individual desks were provided for each student, rather than long rows of benches. The fourth floor housed an assembly hall, and the attic contained space for gymnastics. The school had a central furnace and a ventilation system to circulate the air. The exterior was simple, with a gable roof, pedimented gable ends, and a cupola.

The popularity of Bryant's designs for the Quincy School (1847) and the Bowdoin School (1848) stimulated more work for him as a school architect. The plans and specifications for the Quincy and Bowdoin schools (both still extant), and a third Bryant design, the Putnam Free School in Newburyport, Massachusetts, were published in 1854 in Henry Barnard's influential *School Architecture; or Contributions to the Improvement of School-houses in the United States*. This brought more schoolhouse work in various towns in eastern Massachusetts and southern Maine, in addition to nine grammar schools and five primary schools in Boston between 1849 and 1852.

Although Bryant received recognition as an accomplished architect through his school architecture, he achieved greater prominence with his prison designs. He began a long career of designing public buildings with the Suffolk County Jail on Charles Street in Boston (also known as the Charles Street Jail, NR 1980). Alexander Parris had designed the existing jail on Leverett Street in 1822, but as early as the 1830s there were public acknowledgements of the fact that it lacked adequate lighting, ventilation, and heating, and that security was poor. In 1845 a project for a new prison was undertaken, and the city sought a site and plans. Bryant worked with Louis Dwight, president of the local Prison Discipline Society and a passionate prison reformer, and the two created a design with wings radiating from a central, eight-sided guardroom. In each wing, rows of cellblocks were built back-to-back on the interior,

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with no outside walls. Their plan was adopted in 1848 and the jail was constructed on a highly visible site on the Charles River in Boston. Its Italianate granite exterior was highly decorative compared to other prisons of the era, which were generally plain, severe structures. It featured tall, round-arched windows on all of its walls, which provided light and air to the cellblocks. (The jail was eventually converted into a luxury hotel that opened in 2007.) The structure was completed in 1851. Bryant's work at the Suffolk County Jail helped bring him more prison work, as well as the design of other public institutions, such as the Deer Island Almshouse (not extant) and the original campus of Boston City Hospital (1864).

In the mid 19th century, Bryant designed a number of commercial blocks in the business district of Boston. Two that are extant are the Prince Building on Devonshire Street (1854) and his only extant warehouse, the State Street Block (1866) in McKinley Square.⁴⁷ During this time he also worked on private residences and private institutions of learning. In Medford, Massachusetts he designed Ballou Hall (1852-54), the first building on the Tufts College campus; in Maine, he designed Fryeburg Academy (1852-53, NR) in Fryeburg, and the Maine State Seminary (1856-57) in Lewiston (now Hathorn Hall at Bates College, NR).

Bryant worked with a few collaborators during his career, the most prominent of whom may be Arthur Gilman. Their working association began after Boston's Back Bay began to be filled in to create land in 1859. The first buildings in this enormous, decades-long undertaking were constructed soon after the first acres were created. Bryant and Gilman worked together on some of the houses on this new land. During this period, Gilman moved into Bryant's offices at 4 Court St. There was no formal partnership, but they collaborated on a number of houses in the Back Bay and on Beacon Hill. Their best-known work is Boston City Hall. Completed in 1865, that city hall is now known as Old City Hall (45 School Street, NHL 1966). The first Second Empire-style municipal building in the country, the elaborately ornamented Concord, NH, granite structure on School Street was inspired by the then-recent additions to the Louvre by L. T. J. Visconti and Hector Lefuel. Gilman moved to New York City in 1865, ending the collaboration between the two architects.

In 1867, Bryant formed a partnership with Louis P. Rogers, and the firm moved from the offices at 4 Court Street where Bryant had worked for 27 years. They relocated to Pemberton Square, an area that was becoming the principal address for Boston's architects, and set up offices at No. 17. Rogers had worked in Bryant's office since 1855, first as a draftsman, and had risen to the position of architect. He left the firm briefly in the 1860s to work as an independent architect at another firm, but returned to become Bryant's partner in September of 1867. During the years 1868-1870, they continued their work for the City of Boston, designing seven fire stations and nine schools, including the Theodore Lyman School. Their partnership continued until 1877, when Rogers left Boston to pursue his career in other cities.

In the second and third quarters of the 19th century, although Boston school architecture was progressive in its floor plans and the facilities provided, it had tended toward the conservative in its exterior ornamentation. The schools designed by Bryant and Rogers, for the most part, reflect this trend. Some exceptions existed, however. The designs for larger schools, such as those with fourteen classrooms and an assembly hall, were more likely to have architecturally ornamented exteriors. The Italianate Lyman School, with its hooded windows, bracketed and corbelled cornices, and contrasting granite beltcourses, is an example of such a school.

⁴⁷ Massachusetts Historical Society, Massachusetts Cultural Resource Information System (MACRIS), Inventory Forms *BOS.1866 State Street Block* and *BOS.1682 Prince Building*, <http://mhc-macris.net>.

Theodore Lyman School

Suffolk Co., MA

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Bryant continued to work as an architect into the 1880s. While he had continued to work in the Second Empire and Italianate styles in the 1870s, the newer styles of Romanesque Revival and Queen Anne were beginning to become popular, and he proved his versatility with his Queen Anne design of Coney High School (not extant) in Augusta, ME, which was featured in *The American Architect and Building News* in 1880. His last major design was for an ornate expansion of the Parker House Hotel (1885-1886) on School Street in Boston (replaced in 1927). It stood for nearly forty years across the street from his Boston City Hall.

By the early 1890s, Bryant's professional life had come to an end, and Bryant's finances, which he had apparently managed badly, were in ruins. In 1893 he moved into the Old Men's Home on Springfield St., a building that he had designed in 1855 as the Lying-In Hospital. He died six years later in 1899.

Archaeological Significance

Potential archaeological resources described above may contribute important social and cultural information related to Native activity in this minimally tested area. Post-1630 materials may provide information on East Boston's earliest development in the 1830s, as well as information associated with the late 19th century school.

Theodore Lyman School
Name of Property

Suffolk Co., MA
County and State

9. Major Bibliographical References

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

Primary Sources

Maps

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Theodore Lyman School
Name of Property

Suffolk Co., MA
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Sumner, William H. *A History of East Boston With Biographical Sketches of Its Early Proprietors, and An Appendix*. Boston: William H Piper & Co, 1868.

Vannasse Hangen Brustlin, Inc. *The East Boston Immigration Station: A History*. Massachusetts Port Authority. February 2012.

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 # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): BOS.25

HPCA # 26,884

Theodore Lyman School
Name of Property

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10. Geographical Data

Acreage of Property less than one acre

Use either the UTM system or latitude/longitude coordinates

USGS Quadrangle: **BOSTON SOUTH**

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|-----------------------|----------------------|
| 1. Latitude: 42.37199 | Longitude: -71.03764 |
| 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: 332221 | Northing: 4693106 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Theodore Lyman School
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Verbal Boundary Description (Describe the boundaries of the property.)

The lot is City of Boston assessor's parcel no. 0105744000, described below:

NORTHWESTERLY: By Paris Street one hundred seventy-five and 00/100 (175.00) feet;

NORTHEASTERLY: By City of Boston Playground one hundred forty-nine and 70/199 (149.70) feet;

SOUTHEASTERLY: By the aforesaid City of Boston Playground and land now or formerly of Guiseppe and Carmello Di Donato one hundred seventy-five and 00/100 (175.00) feet;

SOUTHWESTERLY: By Gove Street one hundred forty-nine and 75.100 (149.75) feet.

Boundary Justification (Explain why the boundaries were selected.)

This is the original lot associated with this school since it was built in 1869-1870 and rebuilt in 1871.

11. Form Prepared By

name/title: Leslie Donovan and Dayl Cohen, Tremont Preservation Services, with Betsy Friedberg, NR Director, MHC
organization: Massachusetts Historical Commission
street & number: 220 Morrissey Boulevard
city or town: Boston state: MA zip code: 02125
e-mail: Betsy.Friedberg@sec.state.ma.us
telephone: (617) 727-8470
date: September 2014

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.)

Theodore Lyman School
Name of Property

Suffolk Co., MA
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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: Theodore Lyman School
City or Vicinity: Boston [East Boston]
County: Suffolk State: MA
Photographer: Katherine Matison
Date Photographed: July 3, 2014

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

- 1 of 20 View north, Gove Street elevation at left, southeast elevation at right
- 2 of 20 View south, rear (northeast) elevation at left, Paris Street elevation at right
- 3 of 20 View northeast, Gove Street (main) façade
- 4 of 20 View west, southeast elevation at left, northeast (rear) elevation at right
- 5 of 20 View northeast, Gove Street entrance and date plaque above
- 6 of 20 View southwest, rear (northeast) elevation
- 7 of 20 View southeast, Paris Street elevation upper stories and pediment
- 8 of 20 View of first-story brick and granite detail
- 9 of 20 View east, wrought-iron fence, at the west corner of the property
- 10 of 20 View southwest, main stair and main (Gove Street) entrance
- 11 of 20 View north, north corner, hallway floor 2
- 12 of 20 View north, central hallway, floor 3
- 13 of 20 View southwest, front stair, Gove Street
- 14 of 20 View northeast, rear stair, to parking lot
- 15 of 20 View east, central hallway, floor 4
- 16 of 20 Unit 409
- 17 of 20 Unit 411
- 18 of 19 Unit 411
- 19 of 20 View southeast, 5th floor, former attic
- 20 of 20 View northeast, Lyman School sign above Gove Street entrance

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.

Theodore Lyman School
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Theodore Lyman School – Exterior View, Paris St., East Boston, MA. School building photographs circa 1920-1960 (Collection # 0403.002), City of Boston Archives



Lyman School - East Boston, MA

Cardcow.com <http://www.cardcow.com/270693/lyman-school-east-boston-massachusetts/>

Theodore Lyman School
Name of Property

Suffolk Co., MA
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Figure 1 Bing Maps c. 2014



Figure 2. Typical floor plan – Second floor. Michael Angelo Interbartolo, Jr. 2013

Theodore Lyman School
Name of Property

Suffolk Co., MA
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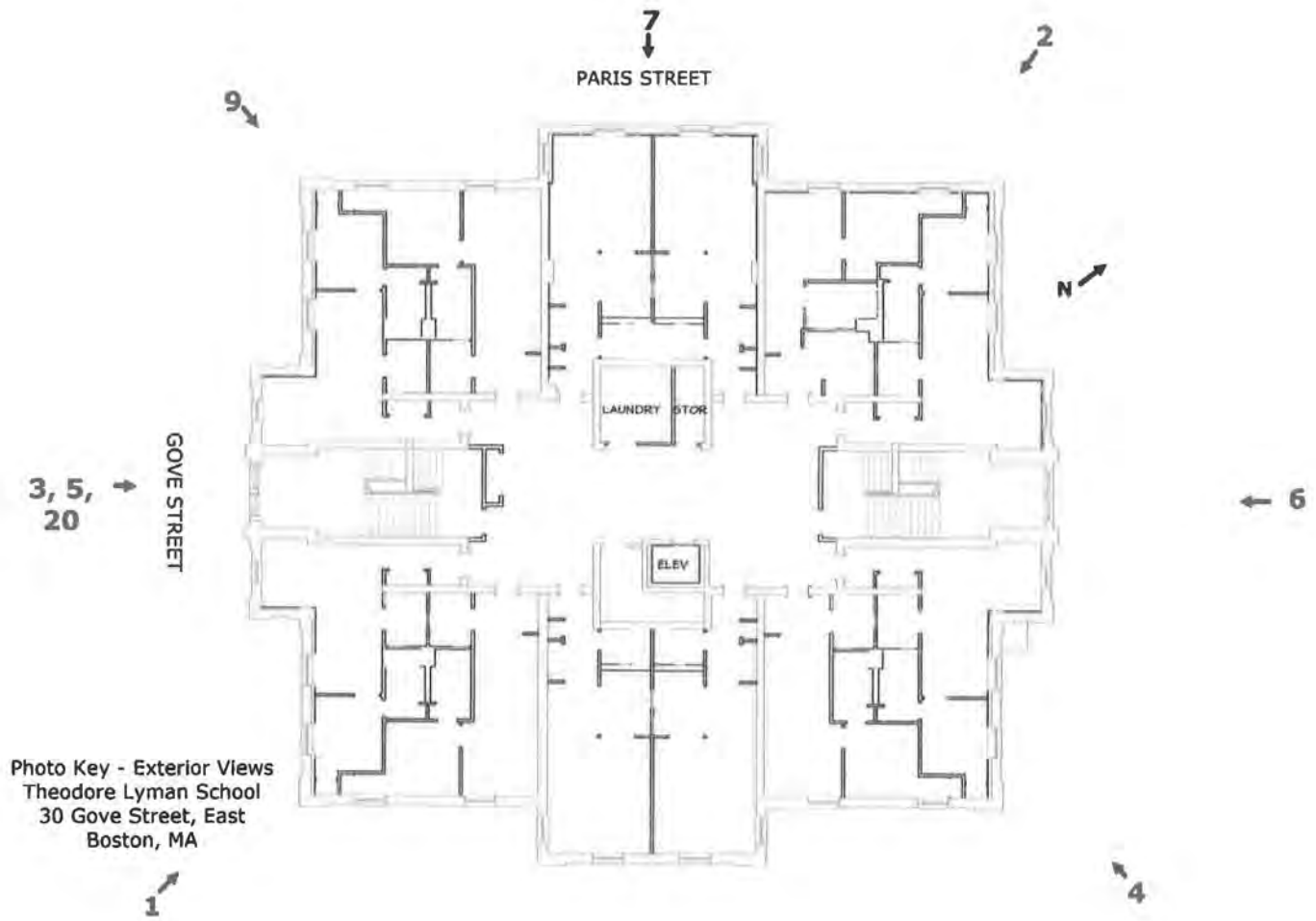
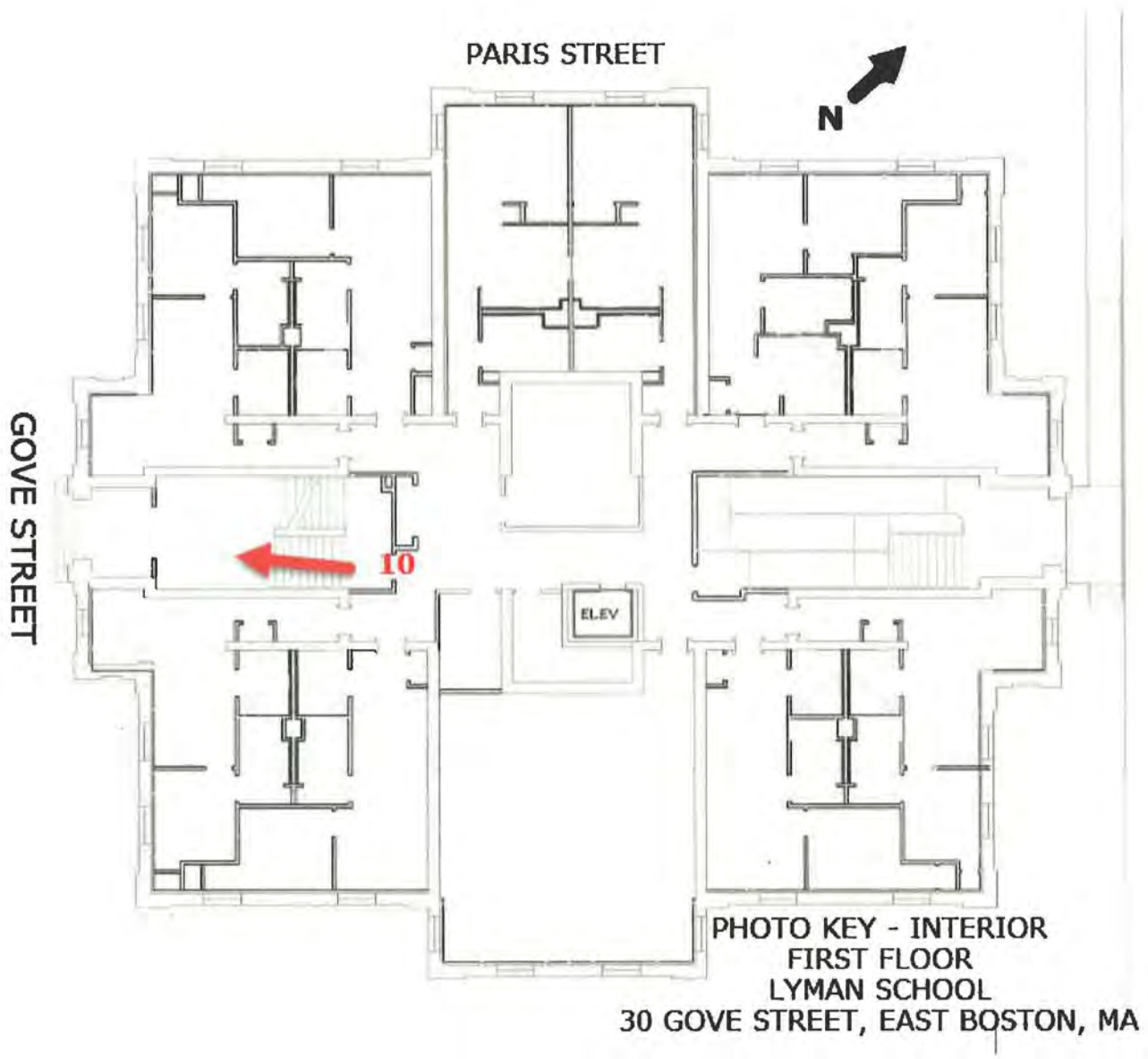


Photo Key - Exterior Views
Theodore Lyman School
30 Gove Street, East
Boston, MA

Theodore Lyman School
Name of Property

Suffolk Co., MA
County and State



Theodore Lyman School
Name of Property

Suffolk Co., MA
County and State

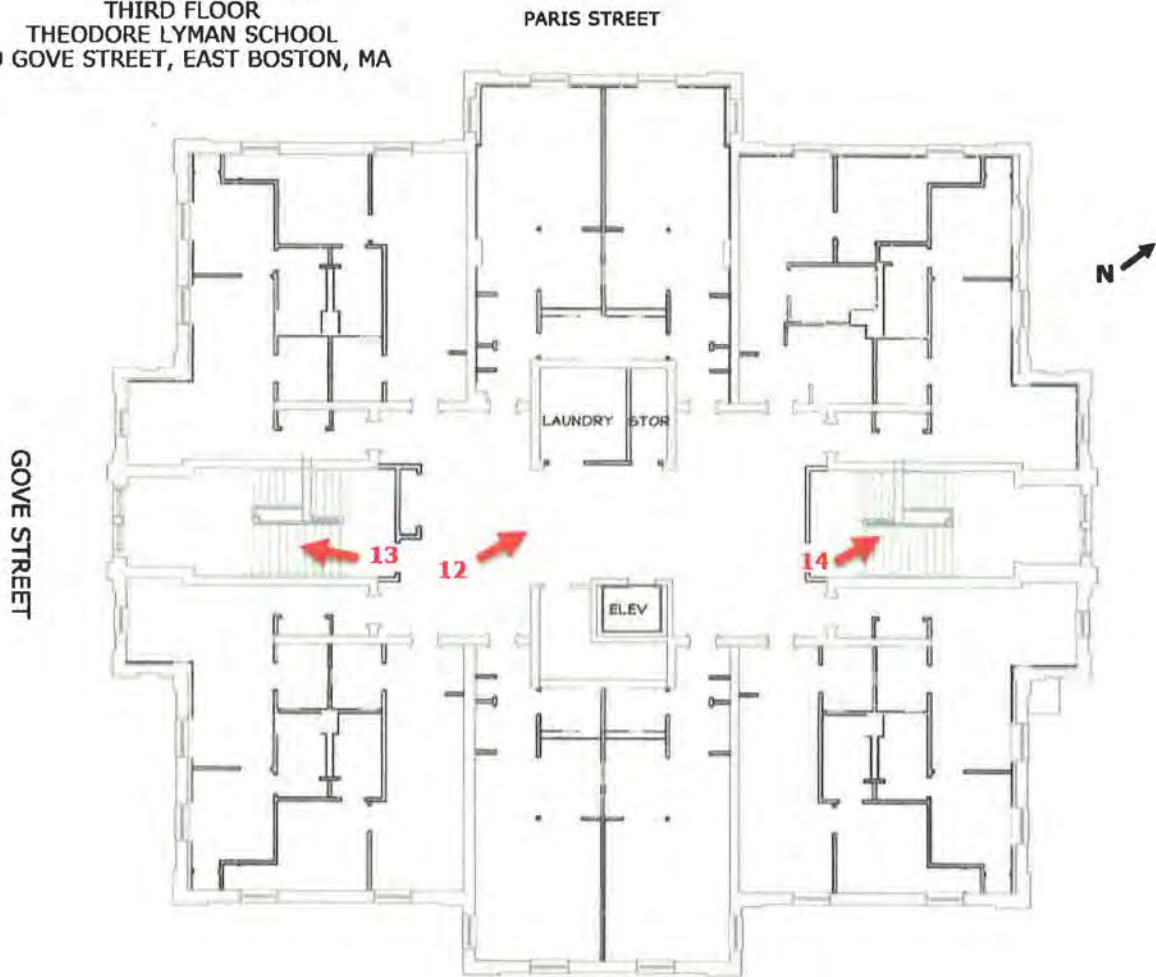


Photo Key - Interior
Second Floor
Theodore Lyman School
30 Gove Street, East Boston,

Theodore Lyman School
Name of Property

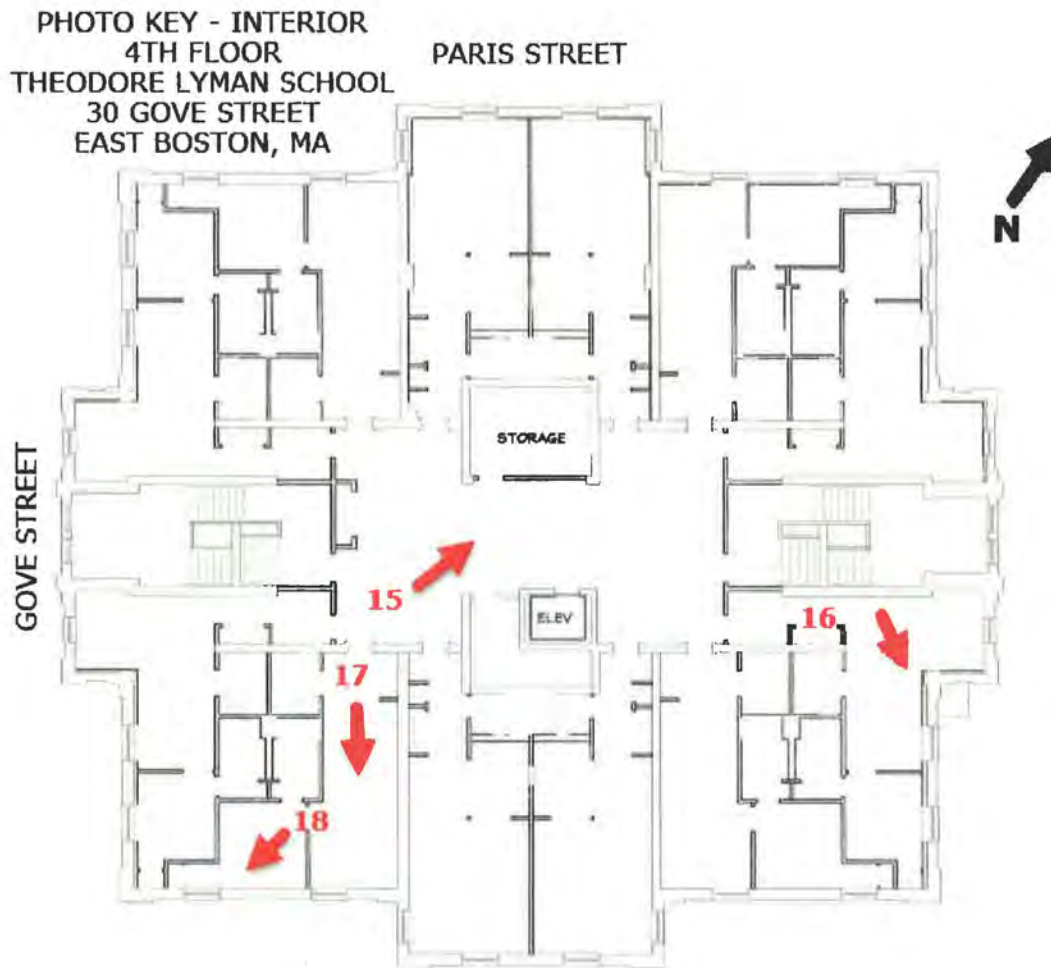
Suffolk Co., MA
County and State

PHOTO KEY - INTERIOR
THIRD FLOOR
THEODORE LYMAN SCHOOL
30 GOVE STREET, EAST BOSTON, MA



Theodore Lyman School
Name of Property

Suffolk Co., MA
County and State



Theodore Lyman School
Name of Property

Suffolk Co., MA
County and State

PHOTO KEY - INTERIOR
FIFTH FLOOR
THEODORE LYMAN SCHOOL
30 GOVE STREET
EAST BOSTON, MA

PARIS STREET



Theodore Lyman School



Property Information

Parcel ID	0105744000
Owner	LYMAN SCHOOL HOUSING
Address	30 GOVE ST
Property Type	0013
Building Value	\$1,303,400.00
Land Value	\$1,174,100.00
Total Value	\$2,477,500.00
Lot Size	26200 sq ft
Land Use	Residential/Commercial



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

The City of Boston makes no claims, no representations, and no warranties, expressed or implied, concerning the validity (expressed or implied), the reliability, or the accuracy of the GIS data and GIS data products furnished by the City, including the implied validity of any uses of such data. The use of this data, in any such manner, shall not supercede any federal, state or local laws or regulations.

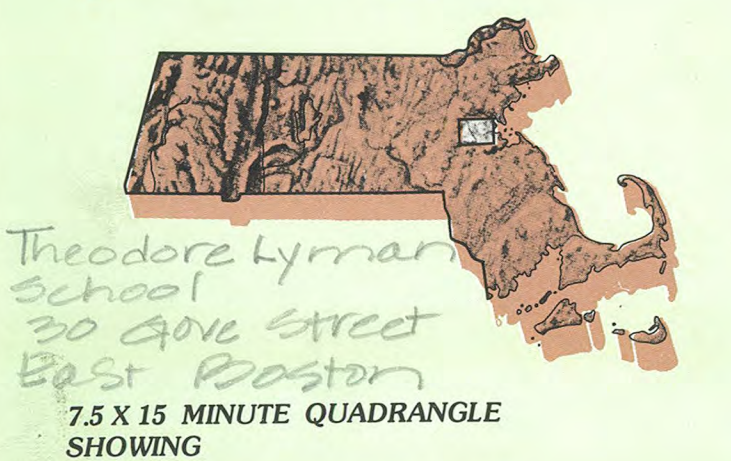


Theodore Lyman School
30 Grove Street, East Boston

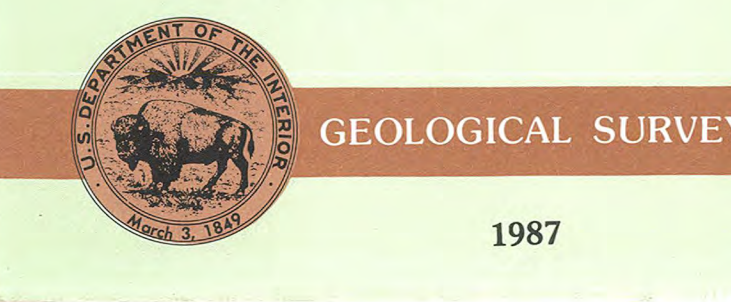


Boston South MASSACHUSETTS

1:25 000-scale metric topographic map



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



Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works. Controlled by LISGS, NOS/NOAA, and Commonwealth of Massachusetts agencies.

Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map and 1985 Superimposed Newton and Boston South 1:25,000-scale maps dated 1970.

Selected hydrographic data compiled from NOS charts 13270 (1982) and 13272 (1982). This information is not intended for navigational purposes.

Projection and 1000-meter grid: Universal Transverse Mercator zone 19.

10,000-foot grid ticks based on Massachusetts coordinate system, mean sea level.

1927 North American Datum.

To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 42 meters west as shown by dashed corner ticks. There may be private inclusions within the boundaries of the National or State reservations shown on this map.

CONTOUR INTERVAL 3 METERS

NATIONAL GEODETIC VERTICAL DATUM OF 1929 CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER DEPTH CURVES AND SOUNDINGS IN METERS DATUM IS MEAN LOW WATER THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.5 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet	1°	2°	1	2	3
1	3.2808	10'	10'	1	2	3
2	6.5617	15'	15'	4	5	
3	9.8425	20'	20'	6	7	8
4	13.1234	30'	30'			
5	16.4042	45'	45'			
6	19.6850	60'	60'			
7	22.9659					
8	26.2467					
9	29.5275					
10	32.8084					

To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

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

1 Maynard
2 Boston North
3 Lynn
4 Framingham
5 Hull
6 Methuen
7 Norwood
8 Weymouth



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
- Bridges: drawbridge
- Footbridge; overpass; underpass
- Built-up 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; land section center
 - U. S. public lands survey; range, township, section
 - Range, township; section line; location approximate
- Fence or field line
- Power transmission line; heated tower
- Dam; dam with lock
- Cemetery; grave
- Campground; picnic area; U. S. location monument
- Wellhead; water well; spring; head section center
- Mine shaft; prospect; shaft or cave
- Control: horizontal station; vertical station; spot elevation
- Contours: index; intermediate; supplementary; depression
- Disturbed surface: strip mine, lava, sand
- Soundings: depth curve
- Perennial lake and stream; intermittent lake and stream
- Rapids, large and small; falls, large and small
- Salinized marsh; marsh, swamp
- Land subject to controlled inundation; woodland
- Scrub; mangrove
- Orchard; vineyard

A pamphlet describing topographic maps is available on request



SCHOOL

4664





W. H. B. SCHOOL

NO PARKING
ANYTIME





ERECTED 1888
REMODELLED 1925

Small white sign on the teal door.

WALKING
OF DOGS
PROHIBITED
IN THIS PROPERTY



30
GOVE STREET











Diva



welcome



Spring



EXIT



















73
LYMAN SCHOOL