National Park Service
Cultural Landscapes Inventory

2007

Revised: 9/2025



Battle Road

Minute Man National Historical Park

Table of Contents

Introduction

General Information

Concurrence Information

Geographic Information and Location Map

Management Information

National Register Information

Chronology & Physical History

Analysis & Evaluation of Integrity

Uses

Condition

Treatment

Bibliography & Supplemental Information

Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Battle Road

Resource Classification: Cultural Landscape

CLI Identification Number: 650037

Parent Landscape: 650037

Inventory Status: Complete

Park Information

Park Name: Minute Man National Historical Park

Alpha Code: MIMA

Park Organization Code: 1820

Park District: MIMA

Region: Northeast

Restricted: Yes

Landscape Description:

The Battle Road Unit is one of three discontinuous park units within Minute Man National Historical Park. The Unit is located sixteen miles northwest of Boston in the towns of Concord, Lincoln, and Lexington, Massachusetts and consists of approximately eight hundred acres. The linear-shaped unit includes four miles of the Battle Road, along which British Regulars fled under colonial fire on April 19, 1775, the opening day of the American Revolution.

Historical Overview:
For at least one thousand years prior to European settlement, Algonquian people planted crops and fished along the Musketequid River (Concord River) in what would become known as the Concord
Plantation. In the winters, Native American men hunted game in the vast woodlands surrounding the river. Using fire, they managed the woodlands to promote easier hunting and traveling, and to increase production of edible fruits and nuts. By the 1630s, diseases introduced by early European settlers had decimated the Native American population within the present-day Battle Road Unit.

In 1635, a handful of Puritan families ventured inland sixteen miles to settle within the newly established Concord Plantation. In 1640 the town of Cambridge extended west to the Concord Plantation's eastern border, and the newly settled land was known as Cambridge Farms. In 1713, Cambridge Farms separated from Cambridge, becoming the town of Lexington. The town of Lincoln was formed in 1754 and its boundaries included portions of Concord and Lexington.

Settlement within the present-day Battle Road Unit occurred along the Bay Road (Battle Road), the primary east-west road connecting the Concord Plantation and Cambridge Farms (later the towns of Concord, Lincoln, and Lexington) to Boston. Agricultural fields in the early to mid-seventeenth century were commonly held in large tracts a distance from the farmhouse. Farm production was subsistence based, each family producing enough food for personal consumption and perhaps a small amount for local trade. As the century progressed, the common field system began to dissolve and agricultural fields were clustered closer to the farmsteads. By 1775, tilled fields, pastures, and meadows divided by fences and stone walls occupied most of the acreage along the Battle Road. Intermixed were small woodlots, orchards, farm buildings, taverns, and a number of small home-based businesses.

In response to growing colonial resistance and the stockpiling of arms, British General Thomas Gage ordered the confiscation of colonial arms supplies in Charlestown, Cambridge, and Salem, and then finally in Concord. Two colonists, Paul Revere and William Dawes, aware of the impending seizure, rode ahead of the British troops during the early hours of April 19, 1775 to warn Concord of the British advance. In Lexington, the men were joined by a third rider, Dr. Samuel Prescott. Near an opening to a pasture in Lincoln along the Bay Road (Battle Road), British officers captured Paul Revere. Escaping, Dawes headed back to Lexington while Prescott pressed on to Concord to spread the alarm.

After a clash between British Regulars and colonists in Lexington, the Regulars advanced to Concord where they occupied the town center and seized control of the town's two bridges. Seeing smoke rising from the center of town, colonial militia and minutemen who had assembled in a field overlooking the North Bridge, descended to the bridge to confront the British. Shots ensued, men on both sides fell, and the overmatched British troops retreated to the center of town.

From a ridgeline north of Concord Center, militia and minutemen watched the British troops as they reassembled and began their twenty-mile march back to Charlestown. At Meriam's Corner, where the Old Bedford Road and the Bay Road (Battle Road) intersect, the colonists confronted the outnumbered British Regulars in what would become the first of many skirmishes along the Battle Road between Concord and Charlestown. Fighting from behind trees, stone walls, and buildings, the colonists persistently assaulted the retreating British troops, engaging them in several skirmishes within the present-day Battle Road Unit at sites known as Brooks Hill, the Bloody Angle, the Hartwell farms, the Nelson farms, the Bluff, and Fiske Hill. After passing out of the present-day Battle Road Unit, the scattered British troops reassembled in the center of Lexington and then proceeded east, continuing to be assaulted by colonial militia and minutemen until they reached the safety of Charlestown.

The war would continue until the treaty of Paris was signed in 1783, and many of the men who fought in the opening day of the American Revolution would serve in additional battles, including the siege on Boston.

In the early 1800s, Middlesex County straightened the Battle Road, by-passing portions of the historic road to provide a more direct route to Boston, and subsequent road improvements decreased the grade of the road by reducing hilltops and filling low-lying areas. The improved road allowed farmers to more efficiently carry goods to market, fueling a change from subsistence to commercial farming.

Introduction of railroad lines in the mid-nineteenth century also accelerated this change. No longer able to compete with inexpensive grain brought east by train from the Midwest, Battle Road farmers began to specialize in perishable products easily transported to regional urban markets, which were in need of farm goods to sustain a growing workforce in textile mills and factories. The landscape reflected these changes as large tracts of fancy fruit orchards, vegetable gardens, and dairy herds were plentiful along the Battle Road during this time. While the road remained a viable transportation route, the railroads also profitably transported goods to regional markets.

By the 1880s, most descendents of the earliest Battle Road settlers had left their ancestral farms, many leaving for the promise of more fertile land in the west. While some of the farms reverted to woodland, others were cultivated by European immigrant farmers. Transportation between the towns and Boston was further enhanced in the 1890s when large portions of the Battle Road were improved and incorporated into Massachusetts's first state highway system. The road bed was regraded and resurfaced - improvements that allowed for maximum use by new modes of transportation. By the end of the century, horse-drawn carriages and wagons were joined by bicycles and motor cars.

The train and the motor car brought increasing numbers of tourists and commuters to the Battle Road countryside. Drawn primarily by the North Bridge battleground, tourists also visited four monuments and markers commemorating the events of April 19, 1775, placed by the towns along the Battle Road in the 1880s- 1890s (Bluff Hill Monument, Hayward Well Monument, Meriam's Corner Monument, and the Paul Revere Capture Monument). The efficiency of commuting resulted in the most profound and lasting landscape change within the present-day Battle Road Unit. With the new residents came new homes, businesses, and residential roads. While a number of farms remained under cultivation, many more reverted to woodland. Farmers that remained adapted to the new environment, taking advantage of increased road traffic to sell their produce from small roadside stands.

The first concerted effort to preserve historic sites along the Battle Road occurred in 1924, when a commission appointed by the governor of Massachusetts proposed acquisition of land along the Battle Road as part of a proposed

memorial in honor of the 150th anniversary of the opening day of the American Revolution. Unfortunately, the memorial was never established and suburbanization of the historic agricultural fields proceeded at a rapid rate, especially after World War II. Adding to the suburban congestion was activity associated with the Hanscom Air Field, an Air Force base and high-tech research center, located just north of the present-day Battle Road Unit. This development brought more traffic as well as needed services to the area.

Public Law 86-321 established Minute Man National Historical Park on September 27, 1959. The law resulted from the efforts of the Boston National Historic Sites Commission, a commission appointed in 1955 by the federal government to investigate the possibility of establishing a coordinated program between federal, state, and local governments to preserve the most important colonial properties in and around Boston.

The Battle Road Unit landscape is not only the result of centuries of cultural landscape evolution, but it is also a product of forty-five years of park development and historic landscape rehabilitation. The mission of the park "has been to approximate the cultural environment that existed in 1775 and preserve and interpret individual resources that contribute to understanding the events of the Battle of Lexington and Concord." Assembled from hundreds of individual agricultural, residential, and commercial tracts, the landscape includes historic features, such as houses, barns, stone walls, fields, and roads dating from the seventeenth century to the early twentieth century. Non-historic features include twentieth-century vegetation, roads, a few remaining residences associated with suburban development, and National Park Service (NPS) features added for interpretation and visitor use.

The Battle Road remains the central landscape feature. The NPS has rehabilitated several portions of the road by prohibiting vehicular traffic, removing asphalt, rebuilding adjacent stone walls, and rehabilitating portions of the surrounding landscape. Unfortunately, large sections of the historic road underlie Route 2A, a fast-paced two-lane commuter route which connects communities to the west with Boston and also provides direct access to the Hanscom Airfield and Air Force Base.

Significance Summary:
Minute Man National Historical Park was administratively listed in the National Register of Historic Places on October 15, 1966 with the passage of the National Historic Preservation Act. On November 29, 2002 the Keeper of the National Register of Historic Places accepted documentation for Minute Man National Historical Park. The National Register, with supplemental listings accepted December 2, 2002 and October 25, 2006, identifies the park as nationally significant in the areas of military, commemoration, and literature and locally significant in the areas of agriculture, archeology, and architecture. The periods of significance are: from 7500 to 500 years ago (previous to 2002), covering additional periods of archeological significance; and c. 1655 to 1959, for all areas of significance.

Analysis and Evaluation Statement:
The Battle Road Unit landscape is the result of over one thousand years of human activity. Landscape features, separated by decades or centuries, exist side-by-side within the Unit. While many of the features are evident, some are obscured by secondary growth vegetation and modern improvements, and others have yet to be discovered. Landscape characteristics identified for the Battle Road Unit are topography, natural systems and features (hydrology), spatial organization, circulation, vegetation, buildings and structures, small scale features, views, and archeological sites. Extant landscape features associated with these characteristics include features present at the time of the battle (site topography, houses, roads, and archeological sites); agricultural features (open fields, wet meadows, fruit trees, roads, stone walls, houses, and barn foundations); and commemorative features (monuments and markers).

The condition of the landscape at the time of this report's completion is "fair," indicating the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action will be needed within 3-5 years to prevent further harm to its cultural and/or natural values.

Landscape Hierarchy Description:

Battle Road is one of three units located in Minute Man National Historical Park. The others are the North Bridge and The Wayside.

Landscape Type:

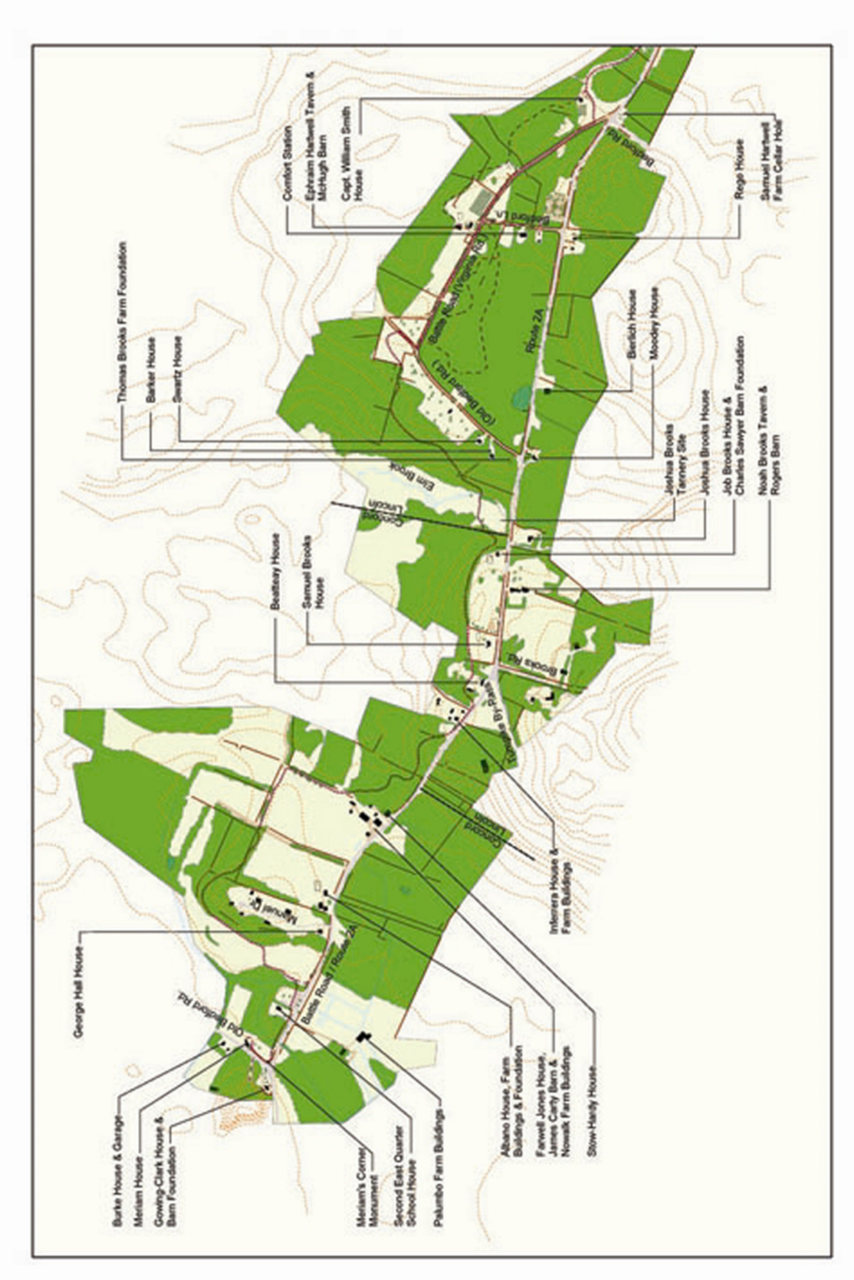
Historic Vernacular Landscape

Historic Site

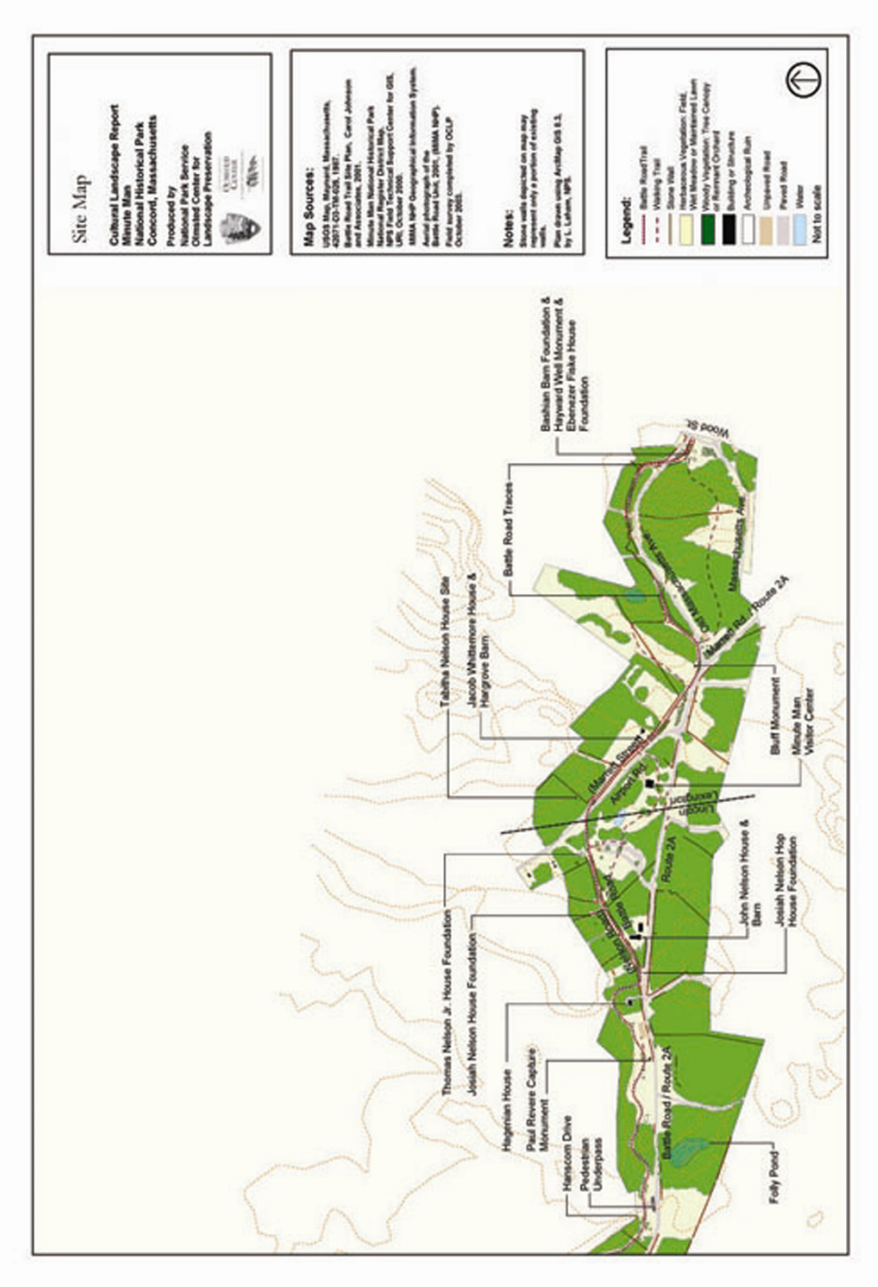
Other Names:

Other Name:	Battle Road Unit	**Other Name Type:**	Current
Other Name:	Minute Man Visitor Center	**Other Name Type:**	Current
Other Name:	Battle Road	**Other Name Type:**	Historic
Other Name:	Meriam's Corner	**Other Name Type:**	Historic
Other Name:	Bloody Angle	**Other Name Type:**	Historic
Other Name:	Hartwell Tavern	**Other Name Type:**	Historic
Other Name:	Noah Brooks Tavern	**Other Name Type:**	Historic
Other Name:	Fiske Hill	**Other Name Type:**	Historic

Site Plan

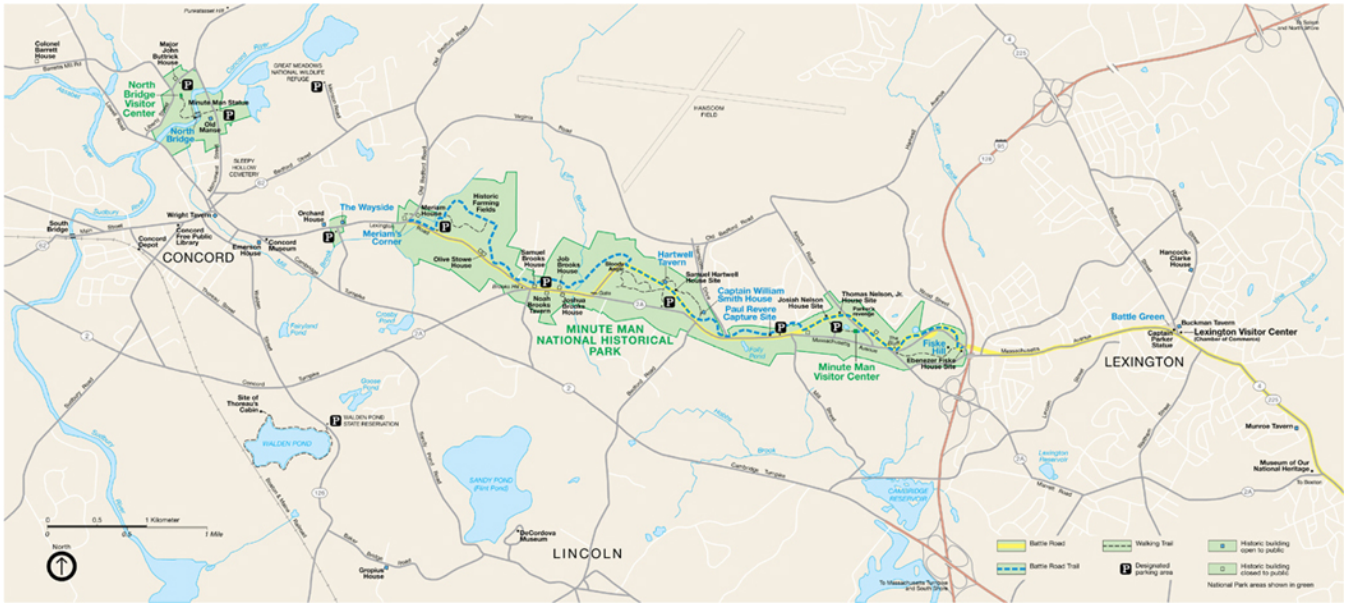


Left - 2005 existing conditions of the Battle Road Unit, Minute Man National Historical Park (OCLP, 2007).



Right - 2005 existing conditions of the Battle Road, Minute Man National Historical Park (Olmsted Center for Landscape Preservation - OCLP, 2007).

Hierarchy Description Graphic:



The Battle Road Unit is the largest of the three units at Minute Man National Historical Park. The Battle Road is indicated with a yellow line (Minute Man National Historical Park - NHP, 2007).

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 09/04/2007

Completion Status Explanatory Narrative:

Concurrence Graphic Information:

Attachment File Path

CULTURAL LANDSCAPE INVENTORY
CONCURRANCE FORM

Battle Road
Minute Man National Historical Park

Minute Man National Historical Park concurs with the findings of the Cultural Landscape Inventory (CLI) for the Battle Road including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Fair

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for the Battle Road is hereby approved and accepted.

Superintendent, Minute Man National Historical Park — Date 9/4/07

Park concurrence form, September 4, 2007.

Cultural Landscapes Inventory
Condition Reassessment
2013

Minute Man National Historical Park
Battle Road
The Wayside

Minute Man National Historical Park concurs with the condition reassessments for the Battle Road and The Wayside, including:

CONDITION ASSESSMENT: Fair – Battle Road
Fair – The Wayside

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The condition reassessments for the Battle Road and The Wayside at Minute Man National Historical Park are hereby approved and accepted.

Nancy A. Nelson — August 15, 2013
Superintendent, Minute Man National Historical Park — Date

Condition reassessment form, August 15, 2013.

Cultural Landscapes Inventory
CLI Updates Certification Form
2025

Minute Man National Historical Park
Battle Road, Brooks Farm, Fiske Hill, Hartwell Area, Jones-Stow Farm, Meriam's Corner, Nelson Farm Area, North Bridge, The Wayside

Minute Man National Historical Park certifies the CLI updates for Battle Road, Brooks Farm, Fiske Hill, Hartwell Area, Jones-Stow Farm, Meriam's Corner, Nelson Farm Area, North Bridge, The Wayside, including:

CONDITION ASSESSMENT:
Good – Battle Road
Good – Brooks Farm
Good – Fiske Hill
Good – Hartwell Area
Good – Jones-Stow Farm
Good – Meriam's Corner
Good – Nelson Farm Area
Good – North Bridge
Fair – The Wayside

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The CLI updates for the sites listed above at Minute Man National Historical Park are hereby approved and accepted.

SIMONE MONTELEONE Digitally signed by SIMONE MONTELEONE
Date: 2025.09.16 13:43:07 -04'00'

Superintendent, Minute Man National Historical Park Date

Park concurrence form, September 16, 2025.

Revision:

Revised By	Type of Revision	Revision Date	Revision Narrative
Jeff Killion	Change in Condition	08/15/2013	Condition reassessment completed as scheduled.
Jeff Killion	CLI Update	09/16/2025	Three levels of effort have been developed for CLI Updates: A, B, and C. Level C is limited to a condition reassessment of the landscape; Level B includes C and is a targeted update of select data fields; Level A includes C and is a comprehensive update of all data fields. This 2025 update to the Battle Road CLI has been conducted at a Level C effort. See Landscape Documents in CRIS-CL for correspondences with park.

Geographic Information

State and County:

State	County
Massachusetts	Middlesex County

Size (Acres): 800

Land Tract Number(s)

Boundary Description:

The boundary for the inventory unit encompasses all land currently owned and managed by the National Park Service as Minute Man National Historical Park (NHP), Battle Road Unit. The boundary for the park was established by an Act of Congress under Public Law 102-488, 106 STAT. 3135, October 24, 1992. The Act, entitled the “Minute Man National Historical Park Amendments of 1991,” states under Section 2(b) that the “Park shall be comprised of the lands depicted on the map entitled ‘Boundary Map NARO-406-20015C’, dated June 1991.”

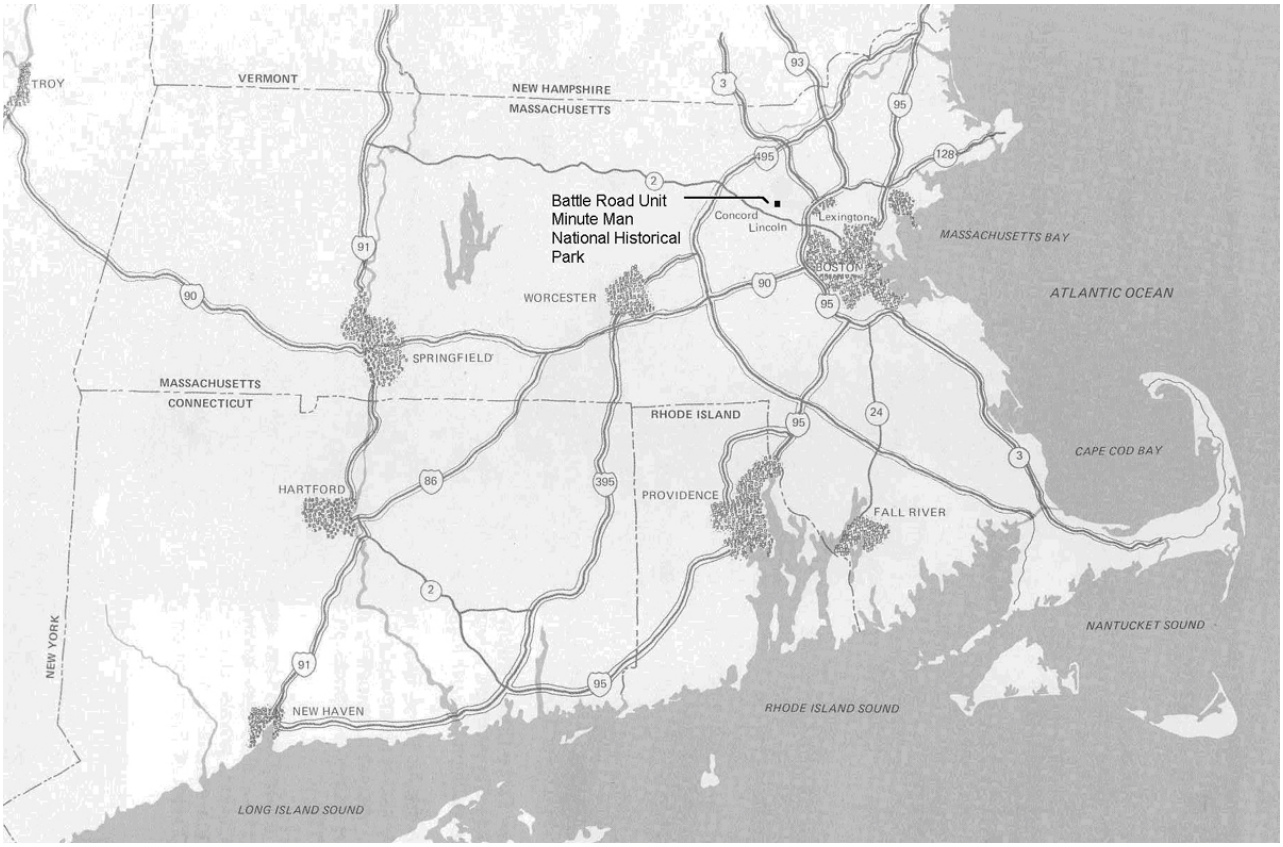
The approximately 800-acre Battle Road Unit is comprised of approximately 268 land parcels located in the towns of Concord, Lincoln, and Lexington, Massachusetts. Acreage includes approximately 45 parcels (over 150 acres) owned by the U.S. Air Force, Commonwealth of Massachusetts, Middlesex County, Massport Authority, Boston Edison, Minute Man School District, the Towns of Concord, Lincoln, and Lexington, and private individuals.

The Unit includes property on both sides of the historic Battle Road that was likely either used for strategic troop movement on April 19, 1775 or was a key factor in determining the outcome of the battle. Terrain includes hilltops, low wetlands, open agricultural fields, and woodlots.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
USGS Map 1:24,000	Point	-71.2554621844331	42.4481465085459	
USGS Map 1:24,000	Point	-71.2550383267462	42.4431118656416	
USGS Map 1:24,000	Point	-71.2798198621095	42.4626132020206	
USGS Map 1:24,000	Point	-71.3053327802557	42.4485947023176	
USGS Map 1:24,000	Point	-71.3054899516894	42.4462501609534	
USGS Map 1:24,000	Point	-71.3287670275899	42.4542443396205	
USGS Map 1:24,000	Point	-71.3288523408163	42.459825876566	
USGS Map 1:24,000	Point	-71.3102562894806	42.463444301235	
USGS Map 1:24,000	Point	-71.3098988751156	42.4537258007621	
USGS Map 1:24,000	Point	-71.305248237369	42.4529189464993	
USGS Map 1:24,000	Point	-71.3036460167573	42.4556527635147	
USGS Map 1:24,000	Point	-71.2923347166841	42.4556094958552	
USGS Map 1:24,000	Point	-71.284676462792	42.4490084960543	
USGS Map 1:24,000	Point	-71.2751987131424	42.4491971096387	
USGS Map 1:24,000	Point	-71.2762359926062	42.4509775683736	
USGS Map 1:24,000	Point	-71.2711389160328	42.4512588321731	
USGS Map 1:24,000	Point	-71.2663057097281	42.4487430001704	
USGS Map 1:24,000	Point	-71.2633554728518	42.4512327594596	

Location Map:



The Battle Road Unit of Minute Man National Historical Park is located sixteen miles west of Boston and runs through the towns of Concord, Lincoln, and Lexington, Massachusetts (Minute Man NHP, 2007).

Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 09/04/2007

Management Category Explanatory Narrative:

The inventory unit meets several criteria for the Must Be Preserved and Maintained management category: the preservation of the inventory unit is specifically legislated; the inventory unit is related to the park's legislated significance; and the inventory unit serves as the setting for a nationally significant structure or object.

Management Agreements:

Type of Agreement: Special Use Permit

Management Agreement Expiration Date: 11/15/2017

Management Agreement Explanatory Narrative:

Special Use Permit for the Maplewood farmstand.

Type of Agreement: Lease

Management Agreement Expiration Date: 06/30/2017

Management Agreement Explanatory Narrative:

Burke House lease.

Type of Agreement: Lease

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

John Nelson occupancy lease.

Type of Agreement: Special Use Permit

Management Agreement Expiration Date: 12/31/2017

Management Agreement Explanatory Narrative:

Agricultural Permits for 91.2 acres, including the Arena, Bordman, Cupp, McNeil, Nelson, Palumbo, Perry, and The Farm School properties.

Type of Agreement: Interagency Agreement

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

License agreements with the United States Air Force for land use near Patterson Drive (USAF parking), and NPS use of USAF lands for the Battle Road Trail.

Type of Agreement: Other

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

Conservation easements from the Town of Lincoln.

Legal Interests:

Type of Interest: Less Than Fee Simple

Narrative:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: Unknown

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Lands Narrative:

National Register Information

National Register of Historic Places

Documentation Status: Entered Documented

Documentation Narrative Description:

Minute Man National Historical Park (NHP) was administratively listed in the National Register of Historic Places on October 15th, 1966 with the passage of the National Historic Preservation Act. On November 29, 2002 the Keeper of the National Register of Historic Places accepted documentation for Minute Man NHP. The documentation identifies the park as nationally significant in the areas of military, commemoration, and literature and locally significant in the areas of agriculture, archeology, and architecture. The period of significance is stated as ca. 1655 to 1959. On December 2, 2002 the Keeper of the National Register of Historic Places accepted a Supplementary Listing Record for the park which added “archeology, pre-historic” and “archeology, historic - non aboriginal,” to the areas of significance, and “7500 to 500 years ago” to the period of significance. On October 25, 2006 the Keeper of the National Register of Historic Places accepted technical corrections primarily related to building names and dates of construction. The resources count also changed. The Old Manse and The Wayside, included within the park boundaries are National Historic Landmarks designated on 10/15/1966 and 02/04/1985 respectively. The National Register documents do not cover landscape features in as much depth as the Cultural Landscape Report and Cultural Landscape Inventory are intended to, so some discrepancies exist between these documents in the features examined.

Eligibility: Eligible -- Keeper

Concurrence Eligibility Date: 10/25/2006

Concurrence Narrative:

This report was sent to the Massachusetts State Historic Preservation Office on August 7, 2007, seeking concurrence on several additional features and associated with countable resources previously listed on the National Register. As of October 28, 2009, no response from the SHPO has been received despite repeated inquiries.

Significance Level: National

Contributing: Contributing

Classification: District

Statement of Significance for National Register of Historic Places:

Minute Man National Historical Park:
Minute Man NHP was authorized on April 14, 1959 as the scene of the "shot heard round the world" fired on North Bridge and the ensuing skirmishes between Colonial militia and British regulars that began the Revolutionary War on April 19, 1775. It contains several historic monuments and buildings, and is made up of three distinct units, including the Battle Road corridor, the historic North Bridge with adjacent related sites, and The Wayside. Minute Man NHP as a whole possesses significance under all four National Register criteria. It derives primary significance under Criterion A: at the national level for its association with the military events of April 19, 1775 and for later commemorative activities (the first monument was constructed on the 60th anniversary of the event); and significance at the local level for patterns of agriculture. Under Criterion B, the Park possesses national literary importance - it contains the Old Manse and The Wayside, homes to American authors Ralph Waldo Emerson, Nathaniel Hawthorne, Louisa May Alcott and Harriett Lothrop (better known by her pen name, Margaret Sidney). Both are designated National Historic Landmarks. The Park's architecture derives local significance under Criterion C, and lastly, the Park is locally significant under Criterion D for its potential to yield information in the areas of prehistoric and historic archeology. It is important to note that Criteria Considerations B, F, and G all apply.

Two discontinuous periods of significance are ascribed to the Park: 7500 to 500 years ago and ca. 1655 to 1959. The earlier period is significant for its potential to yield information important to pre-historic archeology (including the Late Archaic, Middle Archaic and Late Woodland periods). The later period begins at the date of construction of the Meriam House, the oldest feature in the Park for which physical evidence survives, and extends to 1959, the year in which the Minute Man NHP was established by an act of Congress. For the intervening years between 1655 and 1959, the sites that are now part of the Park retain sufficient integrity to convey their significance.

The Battle Road Unit:
The running skirmishes following the confrontation on the North Bridge came to be known as "The Battle of Lexington and Concord," and took place all along the Battle Road Unit as colonial militia forced the British regulars into repeated retreats. This series of momentous events began to be commemorated shortly after Independence with annual events that included re-enactments, speeches and parades. Eventually several historic monuments were constructed, and four of these monuments exist in the Battle Road Unit –Bluff Hill Monument, Hayward Well Monument, Meriam's Corner Monument (all placed in 1885), and the Paul Revere Capture Monument, which was originally placed in 1899 and later repositioned (rotated) some time between 1995 and 2000. Extant features within the Battle Road Unit which contribute to the significance of the 1775 battleground, but are also important aspects of local history, include eight colonial houses and approximately eight hundred acres of former agricultural land. The two properties in the park possessing national significance for their association with prominent literary figures (The Wayside and The Old Manse) are not located within the Battle Road Unit, so will not be discussed in detail here.

From 1635 to the late 1800s, agricultural fields, pastures, and meadows dominated the landscape. Extant features that contribute to the historic character of the agricultural landscape include open fields, houses, a stone foot bridge, stone walls, drainage swales, tree lined roads, and remnant orchards. Archeological sites dating from the seventeenth to the nineteenth centuries include house and barn foundations, and remnants of the actual Battle Road. One example of the important historical-period archeological resources in the Park is the John Meriam House, which was occupied by five successive generations of the Meriam family. This site provides a unique opportunity to explore the changing regional trends in land use, as exhibited in a single property. Existing architectural features of local significance include multiple houses and agricultural support structures dating from the eighteenth to the early twentieth centuries. The Battle Road Unit includes eight Colonial period houses, of which there are very few intact examples left in the surrounding area. Some of the oldest and best-preserved structures in the Park (such as the Meriam House, owned by additional members of the Meriam family) lie within the Battle Road Unit.

National Register Significance Criteria:

Significance Criteria A - Associated with events significant to broad patterns of our history

Significance Criteria C - Embodies distinctive construction, work of master, or high artistic values

Significance Criteria D - Has yielded, or is likely to yield, information important to prehistory or history

National Register Criteria Consideration:

Consideration B -- A building or structure removed from its original location

Consideration F -- A commemorative property

Consideration G -- A property less than 50 years of age

National Register Periods of Significance (with Historic Context Themes):

Time Period: BCE 5498 - CE 1502

Historic Context Theme	Subtheme	Facet	Other Facet
Peopling Places	Post-Archaic and Prehistoric Developments	Eastern Farmers	
Peopling Places	Post-Archaic and Prehistoric Developments	Hunters and Gatherers	

Time Period: CE 1655 - CE 1959

Historic Context Theme	Subtheme	Facet	Other Facet
Developing the American Economy	The Farmer's Frontier	Farming the Northeast	
Expressing Cultural Values	Architecture	Colonial (1600-1730)	
Expressing Cultural Values	Architecture	Craftsman (1890-1915)	
Expressing Cultural Values	Architecture	Federal (1780-1820)	
Expressing Cultural Values	Architecture	Period Revivals (1870-1940)	
Shaping the Political Landscape	The American Revolution	War in the North	

Area of Significance:

Area of Significance Category: Agriculture

Area of Significance Subcategory: None

Explanatory Narrative:

Area of Significance Category: Architecture

Area of Significance Subcategory: None

Explanatory Narrative:

Area of Significance Category: Archeology

Area of Significance Subcategory: Historic-Non-Aboriginal

Explanatory Narrative:

Area of Significance Category: Archeology

Area of Significance Subcategory: Prehistoric

Explanatory Narrative:

Area of Significance Category: Military

Area of Significance Subcategory: None

Explanatory Narrative:

Area of Significance Category: Other

Area of Significance Subcategory: None

Explanatory Narrative:

NRIS Information:

NRIS ID:	02001445
Primary Certification Date:	11/29/2002
Other Certifications and Date:	MM/dd/yyyy
NRIS ID:	66000935
Primary Certification Date:	10/15/1966
Other Certifications and Date:	MM/dd/yyyy

State Register Documentation:

National Historic Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date:

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site? No

Category:

WHS ID:

WHS URL:

Date:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
BCE *	Farmed/Harvested	Early people hunt large animals (mastodon, mammoths, caribou) grazing within open spruce forest in the region.
CE 1500	Farmed/Harvested	Algonquian people plant crops and construct fishing weirs along the Musketequid River (Concord River).
CE 1635	Established	Puritans establish the Concord Plantation along the Musketequid River (Concord River).
CE 1636	Land Transfer	By 1636, Concord Plantation begins allocating houselots along the base of an east-west ridgeline (known today as Revolutionary Ridge). This initial apportionment of land in Concord became known as the First Division. First Division lands extend to the western edge of the present-day Battle Road Unit (Meriam's Corner area).
CE 1636	Developed	By 1636, a four-rod (66') wide road runs parallel to the east-west ridgeline, bisecting the First Division houselots. Mill Street also dates back to the early 1600s and is thought to have been one of the earliest roads leading to the Concord Plantation
CE 1640	Expanded	In the early 1640s, Cambridge extends its western border to the eastern edge of the Concord Plantation. The extended area is known as Cambridge Farms.
CE 1650	Farmed/Harvested	By the mid-1600s, sown varieties of English grasses begin to replace native grasses.
CE 1652 - 1663	Land Transfer	Between 1652 and 1663, Concord Plantation distributes additional acreage during the town's Second Division of land. When completed, houselots extend throughout the entire plantation, including within the present-day Battle Road Unit.
CE 1655	Settled	David Fiske settles at the western end of Cambridge Farms (within the present-day Battle Road Unit) in 1655.
CE 1666	Developed	By 1666, the road bisecting the first Division houselots is extended west through the entire length of the present-day Battle Road Unit. The Bay Road (as it was known during early colonial times) is the primary route between Concord and Boston. In the 1700s the Bay Road was generally referred to as the Country Road. Today it is known as the Battle Road.
CE 1684	Developed	Billerica Road (known today as Old Bedford Road) is laid out by 1684. The road intersects the Bay Road (Battle Road) at Meriam's Corner.
CE 1690	Platted	Cambridge hires David Fiske to survey undivided common land in Cambridge Farms.
CE 1700	Settled	By 1700, houselots line the entire length of the Bay Road (Battle Road) within the present-day Battle Road Unit.
CE 1700	Altered	By 1700, thirty percent of the Concord Plantation forests have been cleared. The percentage of cleared forest within the present-day Battle Road Unit may have been significantly higher.

Year	Event	Major Event Narrative
CE 1713	Established	Cambridge Farms separates from Cambridge and incorporates as the town of Lexington.
CE 1716	Platted	A survey of the Bay Road (Battle Road) in Concord indicates the width of the road increased east to west from four rods (66') to ten rods (165'). The survey did not extend into Lexington.
CE 1720 - 1721	Planned	The town of Concord orders construction of a two-rod (33') driftway (common way for driving cattle) from the Country Road (Battle Road) at the John Jones houselot (later known as the Farwell Jones houselot) to the Brickiln Field and a two-rod (33') driftway northeast from the area known today as the Bloody Angle.
CE 1736	Planned	The town of Concord orders construction of a road from the Country Road (Battle Road) near the house of Daniel Brooks (later known as the Samuel Brooks House) to the house of Thomas Wheeler. The road is known today as Brooks Road.
CE 1738	Platted	A survey of the Country Road (Battle Road) in Lexington indicates the width of the road varies between four rods (66') and seven rods (116') from the Concord-Lexington town line to the Ebenezer Fiske house (western end of present-day Battle Road Unit).
CE 1748	Altered	The width of the Country Road is reduced in Concord to four rods (66') from Meriam's Corner to the area known today as the Bloody Angle.
CE 1750	Established	By the mid-1700s, local trades along the Battle Road within the present-day Battle Road Unit include a tannery, several blacksmith and locksmith shops, a cider mill, and four taverns.
CE 1754	Established	The town of Lincoln is established. Included within its boundary are the portions of the Concord Plantation and the town of Lexington within the present-day Battle Road Unit.
CE 1755	Developed	The town of Lincoln constructs a two-rod (33 feet) road from Ephraim Hartwell's house to the meeting house in Lincoln. The road is known today as Bedford Lane. The same year, the town constructs a road south from the Country Road (Battle Road) just east of Bedford Lane. The road is known today as Bedford Road.
CE 1770	Settled	By the 1770s, approximately twenty-five houselots are located along the Battle Road within the present-day Battle Road Unit.
CE 1773	Purchased/Sold	The town of Lexington purchases land from Ebenezer and Benjamin Fiske along the north side of the Country Road (Battle Road) for road realignment.
CE 1775	Farmed/Harvested	By 1775, all cultivatable land within the present-day Battle Road Unit supports subsistence crops of Indian corn, rye, and other grains.
CE 1775	Military Operation	Early on the morning of April 19, 1775, a British patrol captures Paul Revere in Lincoln. Revere and William Dawes were heading towards Concord, warning colonist that British troops are advancing from Boston.

Year	Event	Major Event Narrative
CE 1775	Military Operation	After searching for ammunition stores in Concord, and engaging in a battle with colonists at the North Bridge, British Regulars begin the twenty-mile march along the Country Road (hereafter known as the Battle Road) back to Boston. Colonial minutemen and militia confront the British troops along the entire length of the road from Concord to Boston on the opening day of the American Revolution. The earliest skirmishes take place within the present-day Battle Road Unit, beginning at Meriam's Corner and ending at Fiske Hill.
CE 1802 - 1806	Altered	Between 1802 and c. 1806, the towns of Concord, Lincoln, and Lexington realign portions of the Battle Road to provide more efficient travel between Concord and Boston. Subsequent chronological entries will refer to the road as realigned 1802 - c. 1806 as the North Great Road (sections of the road are known by different names in each of the three towns). The most significant changes occur in the towns of Lincoln and Lexington where road realignment by-passes large bends in the Battle Road. The two large bypassed bends remain as secondary roads, and are known by various names from the early 1800s on.
CE 1804	Altered	C. 1804, the town of Lincoln reduces the width of the by-passed bend in the Battle Road running past the Hartwell Tavern to approximately one rod (16 ½').
CE 1806	Developed	The Cambridge Turnpike (known today as Route 2) is built south of the Battle Road (outside Battle Road Unit).
CE 1816 - 1818	Altered	The town of Lexington reduced the slope of a section of the Battle Road realigned over Fiske Hill c. 1802.
CE 1819	Developed	By 1819, the town of Lexington constructs a new road south to a schoolhouse from the North Great Road just south of the bluff. The road is known today as Marrett Road.
CE 1820	Farmed/Harvested	Beginning in 1820, pasture clearing and hayfield planting significantly increased along the Battle Road, to support larger cattle herds.
CE 1830	Farmed/Harvested	As a result of the temperance movement of the early 1800s, the consumption of hard cider decreases. Farmers within the present-day Battle Road Unit begin to replace cider orchards with fancy fruit orchards.
CE 1836	Altered	In 1838, Middlesex County Commissioners order the repair of North Great Road in several areas between Hardy Hill (Brooks Hill) and the Lincoln-Lexington town line. Road repairs include reducing grades, removing obstructions, and standardizing road width to twenty-four feet.
CE 1850	Farmed/Harvested	By the mid-1800s, only ten percent of forest lands remain.
CE 1850	Farmed/Harvested	By the 1850s, farmers along the road begin adapting farm buildings, structures, and field configurations to support commercial agricultural production. Crops raised are sold to neighboring industrial towns.

Year	Event	Major Event Narrative
CE 1860	Settled	By the 1860s, immigrant families (of Irish descent being the most prevalent) begin purchasing farms along the Battle Road on marginal land or land abandoned by colonial descendents who have relocated to more fertile agricultural land in the Midwest.
CE 1865	Farmed/Harvested	During the latter half of the eighteenth century, milk replaces hard cider as the standard beverage. By 1865, more than eight hundred cans of milk depart Concord daily for Boston. Dairy cows became common on farms in the present-day Battle Road Unit. Other commercial agricultural products commonly grown along the Battle Road include hay, poultry and eggs, apples, cucumbers (for pickling), strawberries, grapes, asparagus, and potatoes.
CE 1868	Altered	Middlesex County Commissioners order the towns of Concord and Lincoln to repair the North Great Road. Alterations include reducing grades, and standardizing road width to twenty-five feet. Permanent stone markers are placed to mark the edge of the road as altered.
CE 1880	Settled	In the 1880s, twenty households within the present-day Battle Road Unit are identified on the U.S. Census, of which at least seven farmsteads are owned or rented by Irish immigrant families.
CE 1885	Memorialized	The town of Lexington places a monument at the base of the bluff (Bluff Monument) where a hard fought skirmish between the colonists and British Regulars occurred on April 19, 1775, and inset the Hayward Well Monument within a stone wall at the site where, also on April 19, 1775, reportedly a colonist and a British Regular simultaneously fired upon each other. Both were killed.
CE 1885	Memorialized	The town of Concord insets the Meriam's Corner Monument in a stone wall at Meriam's Corner, the site of the first skirmish between the colonists and British Regulars within the present-day Battle Road Unit on April 19, 1775.
CE 1890	Farmed/Harvested	By the late 1800s, woodlands cover approximately forty percent of the western half of the present-day Battle Road Unit. The increased cover is due to less maintained pastureland (influx of inexpensive hay and grain from the Midwest) and rejuvenation of previously lumbered forests (decline in the use of wood fired stoves). Farm acreage decreased geographically onto better soils, such as the eastern half of the present-day Battle Road Unit.
CE 1890	Land Transfer	By the late 1800s, middle-income Boston merchants and businessmen begin purchasing agricultural land within the present-day Battle Road Unit for homes.

Year	Event	Major Event Narrative
CE 1895 - 1898	Developed	In the mid-1890s, the Massachusetts Highway Commission (the nation's first state highway commission) prepares layout plans for a state road that extends through the present-day Battle Road Unit. The road follows the route of the North Great Road except in Lexington, where it turns off the road and follows along Marrett Road, by-passing the section of the road around Fiske Hill. Road construction commences in Lincoln in 1895, and ends within the towns of Lexington and Concord by 1898. The new state road is fifteen feet wide with three-foot gravel shoulders – all within a fifty-foot right-of-way. Alterations include reducing grades, raising the roadbed above wetlands, removal of unsightly material along the road, and placement of six-foot stone markers with the letters M.H.B. (Massachusetts Highway Board) to mark the edges of both sides of the road.
CE 1899	Memorialized	The town of Lincoln insets the Paul Revere Capture Monument within a stone wall at the approximate location where Paul Revere was captured by a British patrol during the early morning of April 19, 1775.
CE 1900	Farmed/Harvested	In the early 1900s, although agricultural production in Massachusetts was generally declining, farmers along the Battle road continue to profitably sell their milk and produce to urban markets. They also begin to locally sell fruits and vegetables from roadside stands.
CE 1903	Altered	The Burke family, owners of the Meriam's Corner property, remove the stone wall surrounding the Meriam's Corner Monument and re-use the stones to construct the foundation of a new house (Burke House).
CE 1907	Altered	Middlesex County realignes the Battle Road around Fiske Hill.
CE 1924	Established	Massachusetts Governor Channing H. Cox establishes the nine-person Commission on the One Hundred Fiftieth Anniversary of the American Revolution (The Commission) to recommend a commemorative program for the one hundred and fiftieth anniversary of the opening battles of the American Revolution
CE 1924	Planned	The nine-person Commission appointed by Governor Cox recommend establishment of a permanent memorial honoring the one hundredth and fiftieth anniversary of the American Revolution. In consultation with Landscape Architect Arthur Shurtleff (later known as Arthur Shurcliff), commission members examine sites along the Battle Road for a proposed Memorial Highway.
CE 1924 - 1940	Developed	Over half of the new house construction within the present-day Battle Road Unit occurrs along the portion of the c. 1804 by-passed section of the Battle Road leading to the Hartwell Tavern and within a twenty-five acre parcel north of the Battle Road at Fiske Hill.
CE 1924 - 1940	Developed	At least five secondary and private roads leading to residential properties are constructed between 1924 and 1940.

Year	Event	Major Event Narrative
CE 1925	Planned	In January 1925, Arthur Shurtleff submits a report to The Commission in which he recommends preserving nearly two miles of the original Battle Road that include the two large bends in the road bypassed in the early 1800s. He also recommends acquisition of four hundred feet or more on each side of the road to preserve the character of the rural road. The state does not act upon Shurtleff's recommendations.
CE 1930	Altered	Middlesex County realigns a significant section of the Battle Road at Fiske Hill to provide safer passage for automobiles. Large sections of the pre-1907 road and sections realigned in 1907 are obliterated.
CE 1930	Farmed/Harvested	In comparison to the 1880s U.S. Census, the 1930 census includes a more ethnically diverse immigrant population. Family nationalities include Irish, Canadian, German, Italian, Swedish, Portuguese, Russian, Polish, Armenian, and Dutch. Many of these families operate farms and roadside produce stands.
CE 1930	Settled	About twice as many households are included on the 1930 U.S. Census than on the 1880 census, of which about thirty-three are employed in non-agricultural businesses.
CE 1933 - 1935	Developed	A by-pass road diverting traffic from North Great Road (known today as State Route 2A) to the Concord Turnpike (Route 2) is built just west of Brooks Road.
CE 1941	Planned	In a joint report titled "Park, Parkway and Recreational Area Study," the National Park Service and the Massachusetts Planning Board jointly recommend federal acquisition and development of several historic sites in Massachusetts, including the Concord battleground, as a national historic monument. The report lists Lexington and Concord among the state's principal historic points of interest.
CE 1941	Built	Construction of the Laurence G. Hanscom Airfield starts. The airfield borders the northern boundary of the present-day Battle Road Unit
CE 1946	Built	The Massachusetts Department of Works constructs the Airport Road from Route 2A to Hanscom Air Force Base.
CE 1950	Built	In the early 1950s, the federal government completes construction of Interstate 128, the first limited access highway in Massachusetts. Easy access to the highway from Route 2A promotes residential development within the present-day Battle Road Unit.
CE 1955	Established	The federal government establishes the Boston National Historic Sites Commission (BNHSC) to investigate the possibility of establishing a coordinated program between federal, state, and local governments to preserve the most important colonial properties in and around Boston.

Year	Event	Major Event Narrative
CE 1955	Planned	The Air Force develops plans for construction of 670 military housing units on 185 acres in Lincoln, just north of the Battle Road near the site of the colonial Josiah Nelson farm. The BNHSC expresses concern over the proposed development stating the development would obliterate a site significant to the April 19, 1775 battle and would be within yards of another. The BNHSC requests the state to preserve the two historically significant sites within an eight-acre parcel.
CE 1956	Planned	The BNHSC consults with Landscape Architect Arthur Shurcliff (formerly known as Arthur Shurtleff) regarding their study. In a letter to the BNHSC, Shurcliff recommends preserving a portion of the road from “Fiske Hill towards Concord.”
CE 1957	Planned	The Air Force reduces the proposed number of military housing units from 670 to 477. During the same month, the Under-Secretary of the Interior requests transfer of the eight-acre parcel to the Department of the Interior.
CE 1958	Planned	The BNHSC completes an interim report to Congress in June 1958. The report recommends establishment of a national park, to be known as “Minute Man.” The proposed park would include four miles of the Battle Road from Meriam’s Corner in Concord to Route 128 in Lexington, and would include the eight-acre Air Force parcel scheduled for transfer to the Department of the Interior. The report also recommends inclusion of a separate parcel (North Bridge Unit in Concord) into the proposed national historical park.
CE 1958	Land Transfer	On December 8, 1958, the Department of the Interior gains possession of the eight-acre parcel formerly included within the acreage designated for construction of military housing units.
CE 1959	Planned	On January 21, 1959, the BNHSC submits the Interim Report
CE 1959	Established	On April 19, 1959, the federal government officially designates the eight-acre unit as a national historical site.
CE 1959 - 1960	Established	On September 21, 1959, Public Law 86-321 establishes Minute Man National Historical Park. The park boundary includes the eight-acre parcel designated as a national historic site six months earlier. The park opens to the public in 1960.
CE 1960	Planned	The first official park boundary study is completed. The report delineates minimum park boundaries within a 750-acre limit specified in the enabling legislation.
CE 1960 - 1965	Established	In the early to mid-1960s several colonial properties and structures are researched and documented. The reports serve as a foundation for preparation of the park’s first master plan.
CE 1962	Planned	The 1960 boundary study is revised. The study also recommends removing through traffic from the Battle Road and rerouting it south of the park.

Year	Event	Major Event Narrative
CE 1964 - 1965	Land Transfer	By June 1964, the park has acquired one-third of the acreage within the proposed park boundary. By November 1965, acquisitions within the proposed park boundary include sixty buildings.
CE 1965 - 1972	Planned	The Massachusetts Department of Public Works commissions a Local Study for Route 2 in 1965 and the U.S. Department of Transportation commissions an Environmental/ Section 4 (f) Statement for the road. Both documents propose a re-alignment of Route 2 that is similar to the realignment configuration negotiated between the BNHSC and the Massachusetts Department of Public Works in the late 1950s.
CE 1966	Planned	The park's first master plan is formally adopted. The plan specifies rehabilitation of the 1775 historic scene. It also proposes relocation of Route 2A.
CE 1968	Planned	The National Park Service Office of Resource Planning prepares a special study that identifies buildings and structures within the park boundary to be retained, removed, or demolished. It also discusses establishment of proposed historic motor trails within the park.
CE 1970	Planned	Congress enacts H.R.13935, a bill amending Public Law 86-321. The bill authorizes relocation of the park's southern boundary in anticipation of the Route 2 relocation closer to the park boundary.
CE 1970	Planned	The NPS completes Development Concept Plans (DCP) for Fiske Hill, Meriam's Corner, Brooks Tavern, and Old Bedford/Virginia Road properties.
CE 1974	Built	Construction of the Battle Road Visitor Center begins in August.
CE 1976	Land Transfer	By 1976, the park has acquired 656 acres within the proposed 750 acre park.
CE 1977	Planned	The state transportation secretary declines relocation of Route 2.
CE 1983	Planned	Historian Joyce Lee Malcolm completes a comprehensive historic grounds report for the park.
CE 1989 - 1990	Planned	The park's first General Management Plan is completed in 1989 and approved in 1990.
CE 1992	Land Transfer	The park's boundaries are expanded and new land is acquired.
CE 1995	Built	Construction of the Battle Road Trail begins. Designed by Carol R. Johnson Associates, the trail spans the entire length of the Battle Road Unit from Meriam's Corner to Fiske Hill. As part of the Battle Road Trail project, the NPS repositions the Paul Revere Capture Marker facing away from the Battle Road and construct accompanying decorative stone walls and waysides.
CE 2004	Built	Construction of a pedestrian underpass under Hanscom Drive is completed.
CE 2007	Established	February 7, 2007 the Commonwealth of Massachusetts designates the Battle Road Scenic Byway.

Physical History:

PRE-COLONIAL PERIOD (to 1634)

As many as twenty glacial expansions and withdrawals have occurred over the past two million years, each carving the landscape as they moved across the earth's surface. The last glacier to cover New England layered as much as a mile of ice upon the present-day Battle Road Unit. Its advance and retreat, between fifteen and eighteen thousand years ago, moved and scraped the earth's surface, creating the topography managed by Native Americans for hundreds of years and settled by English Puritans in the 1600s. The western portion of the present-day Battle Road Unit lies within the nutrient-rich geologic depression of glacial Lake Concord. Less fertile uplands composed of till characterizes the eastern half of the present-day Battle Road Unit (Dietrich-Smith, 2005: 13).

Human habitation in the region dates back twelve thousand years when early people hunted large game animals grazing among open spruce forests. Early people supplemented their diet consisting primarily of mastodon, mammoths, and caribou with small animals and plants. About ten thousand years ago dense forests dominated by white pine replaced the open spruce forests and large game animals, such as mammoths and mastodons, disappeared from southern New England. Living within the pine forests were smaller animals such as moose and deer. Two thousand years later as the earth's atmosphere continued to warm, oak forests dominated the southern New England landscape. Associated habitats included wet meadows, wooded swamps, and forests of northern hardwoods, hemlocks, and white pine. The landscape was highly productive; it provided early Native Americans deer, small game including squirrel and turkey, and a variety of tree nuts. About three thousand years ago, a cooler climate led to declining productivity of the northern hardwood forest and a sparser Native American population. Over the next two thousand years, Native Americans gradually developed new survival strategies (Dietrich-Smith, 2005: 13).

Pre-colonial Native Americans learned to exploit the diversity of their environment. As the seasons changed, Native Americans in southern New England traveled between established hunting, fishing, gathering, and agricultural grounds. By the early seventeenth century, Algonquian people had been planting crops and making fishing weirs along the Musketequid River, known today as the Concord River, for about a thousand years. "Musketequid" was a Native American word meaning "grass-ground river" or "meadow river" (Dietrich-Smith, 2005: 13-14).

Native Americans cleared land by setting fire to wood piled around tree trunks, destroying the bark and eventually killing the trees. The women planted corn seeds saved from the previous year's harvest among the dead, leafless trees. As the years passed many of the trees fell and were removed from the field. Typically, the same field would be planted for eight to ten years, until it became unproductive. To colonial settlers, Native American fields appeared unkempt. Beans wound around cornstalks, squash vines extended everywhere, and by the end of summer, the entire field was a dense tangle of plants. Despite its appearance, densely planted fields preserved soil moisture, prevented weed growth, and produced high crop yields. At least one agricultural field is believed to have existed within the present-day Battle Road Unit when English Puritans established the Concord Plantation (Figure 1) (Dietrich-Smith, 2005: 14).

Native American men built fishing weirs along the Musketequid River and fished the spring spawning runs. Grassy meadows grew along the banks of the river and along other streams in the plantation. Native Americans gathered tubers, wild rice, and cranberries from the wet grassy meadows to supplement their diets, and reeds for weaving mats and baskets. Extensive meadows were located at the western end of the present Battle Road Unit (Dietrich-Smith, 2005: 16).

In autumn, Native American men hunted large game in the surrounding forests, which covered ninety percent of the future Concord Plantation. Oaks, chestnuts, and scrubby pitch pines grew in dry upland forests and conifers within river floodplains and swamp forests. Using fire, Native Americans managed the forest to simplify hunting, increase production of edible fruits and nuts, and to facilitate inland travel. Once or twice a year, they burned extensive sections of dry upland forest to remove

underbrush. Large, widely spaced trees, few shrubs, and a covering of grass and herbaceous material characterized the forests managed by fire. Only a small area within the present-day Battle Road Unit has been identified as open forest altered by naturally occurring or Native American fires during the Pre-Colonial Period. Dense forest covered most of present-day Battle Road Unit prior to European settlement. The thick-canopied forests included species of oak, hickory, chestnut, maple, and ash, and probably pine, beech, birch and hemlock (Dietrich-Smith, 2005: 16-17).

As European settlers that would inhabit the land along the Musketequid River in the early 1600s, Native Americans manipulated and reshaped the landscape to increase food production. Although less intrusively than methods later employed by Europeans, Native Americans cleared agricultural fields, dammed rivers, and managed forests with fire. Heavy use of seasonal village and planting sites also changed the landscape. Southern New England villages of up to two hundred people produced large amounts of refuse, gathered food widely, and consumed great quantities of firewood. Pre-colonial Native American settlement along the Musketequid River ended in the 1630s, as European-introduced disease decimated the population and European settlers moved into their hunting, fishing, gathering and agricultural grounds (Dietrich-Smith, 2005: 17).

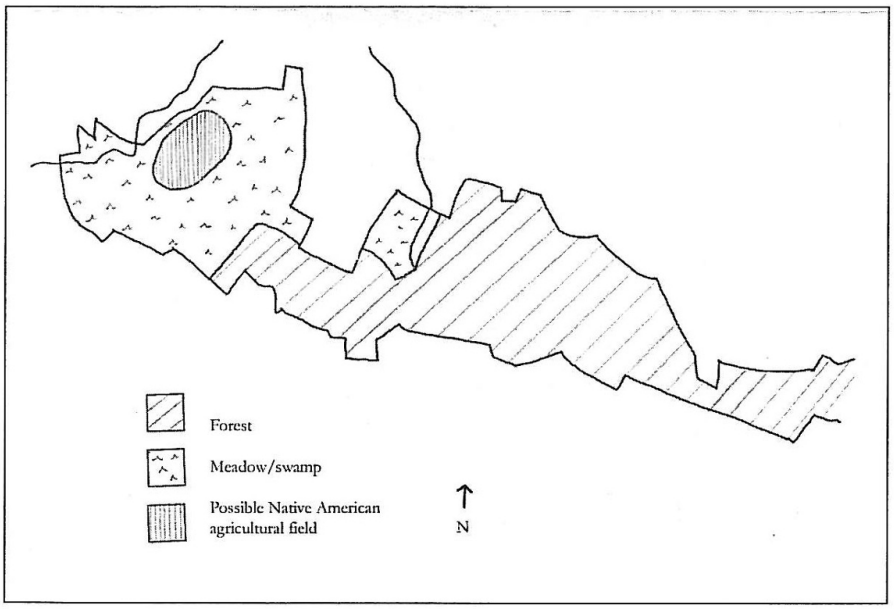


Figure 1. Map depicting the native landscape of the Battle Road Unit (Based on "Concord-Surface Geology" map in "Plowland, Pastureland, Woodland and Meadow).

COLONIAL PERIOD (1635 – 1783)

Colonial settlement in North America is generally defined as the period between the settlement in Jamestown, Virginia in 1607 and the conclusion of the Revolutionary War. In Massachusetts, this period began with the arrival of the English Puritans in 1620, seeking to create a political and religious refuge near Plymouth along the Massachusetts Bay coastline. In an unsettled land, the use of boats along the coast and within tidal estuaries was the most efficient means of transportation. Beyond the relative security and convenience of the shoreline, transportation, and life in general, was more difficult. Inland, Massachusetts was a wilderness to Europeans, inhabited by strange native peoples, occupied by dangerous wildlife, and shrouded in a dark forest. Despite danger, some Puritans turned their back to the coast and ventured west along a network of Native American trails to establish inland settlements (Dietrich-Smith, 2005: 19).

Early Settlement (1635-1699):
While settlement along the Massachusetts coastline had taken place for fifteen years following the arrival of the first English Puritans, inland settlement began when the Puritans established the Concord Plantation on the Musketequid River (Concord River) in 1635. The plantation was laid out over six miles square, its eastern boundary approximately sixteen miles from the coast. In the early 1640s, Cambridge extended its western border to the eastern edge of the Concord plantation. Known as Cambridge Farms, the land began near the center of present-day Lexington and continued northwest as far as the Concord and Merrimack Rivers. The Concord Plantation included portions of Concord and Lincoln within the present-day Battle Road Unit and Cambridge Farms included portions of Lincoln and Lexington within the Unit. Although there have been numerous reports and books written about the early settlement of Concord, less is known about Cambridge Farms except that in the early years most land within the farms was held in common, serving as woodlots and hayfields for farmers residing in Cambridge (Dietrich-Smith, 2005: 19).

The Massachusetts General Court ordered the bounds of all settlements to be within one-half mile of the center of worship and government, the town meetinghouse. By 1636, the town began allocating

houselots along the base of an east-west ridgeline (known today as Revolutionary Ridge) about a mile south of the Concord River. The earliest dwellings were earthen burrows dug into the ridgeline. This initial apportionment of land in Concord, which came to be known as the First Division, extended to the western edge of the present-day Battle Road Unit. The court order dictating settlement bounds was only enforced in Concord for about eight years, after which settlement expanded further from the meetinghouse (Dietrich-Smith, 2005: 19, 21).

Concord's First Division houselots typically included six to eight acres. Each included a house, barn, and outbuildings; a cowyard; a garden; and often an orchard. Depending upon the soil and terrain, houselots might also include tillage land, pasture, meadow, and woods. Small meadow lots of two to four acres and upland lots of up to ten acres adjoined many houselots. Joseph Meriam is believed to have received a one and one-half acre lot during Concord's First Division. Known today as Meriam's Corner, the site was at the easternmost boundary of the First Division settlement (Dietrich-Smith, 2005: 21).

In addition to houselots, colonists received First Division agricultural lots within commonly held wet meadows, tillage fields, and special pastures. The remaining acreage within the plantation, known as the "commons," served as communal pastures for livestock (Dietrich-Smith, 2005: 21).

Each First Division landowner held thirty to fifty acres of wet meadow located within four to six common meadows scattered throughout the plantation along waterways. The large meadows, divided into individual lots, supplied winter fodder for livestock. One of the common meadows, known as Elm Brook Meadow, was located within the present-day Battle Road Unit on the north side of the Battle Road just east of the Job Brooks house (Dietrich-Smith, 2005: 21).

The commonly held tillage fields consisted of a number of privately-owned, rectangular lots of several acres, clustered together and fenced to protect the crops from free-ranging livestock. Early colonists grew corn as their principal bread grain because it was adapted to grow in the poor soil first available to the colonists, among tree stumps within partially cleared fields, and in the hot and dry New England summers. The largest field, known as the Cranefield, was located north of the village houselots. Colonists accessed the field from the east through the "Cranefield Gate," located near John Meriam's houselot. A smaller field, known as the Brickiln Field, was located within the present-day Battle Road Unit on the north side of the Battle Road east of Meriam's Corner. The field was named for nearby claypits and a brick kiln (Dietrich-Smith, 2005: 21-22).

Fencing enclosed the special pastures, which may have served to separate stock from the general herd, as convenient temporary containment, or to protect livestock from native predators. One such pasture, known as the "Ox Pasture," was located along the Battle Road on the south side of the road just east of Meriam's Corner (Dietrich-Smith, 2005: 22).

Wood was the most widely used fencing material in early colonial settlements. Although stone walls were built, they were comparatively rare. The availability of wood, the relatively stone-free locations of early colonial settlements (bordering tidewater estuaries and rivers), and the need to quickly assemble protective fencing around newly planted crops promoted the construction of wood fences (Dietrich-Smith, 2005: 22).

The undivided "commons" was primarily forested, although pine plains covered a portion of the terrain. Livestock foraged through the forest, consuming the understory. Although the "commons" provided necessary food for livestock, the forests previously managed by Native Americans for grazing animals, such as deer, were not as suited to cattle, which thrived on grass. The commons also provided wood for building construction, fuel, and fencing (Dietrich-Smith, 2005: 22).

During the winter of 1652-1653, Concord finalized plans for its Second Division of land. Newly acquired land received from the Massachusetts General Court, abandoned land, and land previously held in common was distributed among the remaining settlers. To facilitate distribution, the town divided into three 'quarters,' the North Quarter, the South Quarter, and the East Quarter. Concord's East Quarter included land within the present-day Battle Road Unit. Land was distributed among landowners within each quarter, three acres of Second Division land for every acre of First Division

land previously held. Land distribution took a decade, and when complete houselots extended throughout the six-mile square plantation. In addition to a houselot, each Second Division farm typically included a dozen tillage, pasture, and meadow lots scattered throughout the Quarter, totaling several hundred acres. While the common field system began to dissolve as land held in common was distributed during the Second Division, it would be decades before farmland significantly consolidated around the houselot (Dietrich-Smith, 2005: 23).

Although most land in Cambridge Farms remained unsettled for decades, a few settlers established early farmsteads along its borders. David Fiske settled at the western end of the land grant c. 1655, within the present-day Battle Road Unit. In the 1690s, Cambridge hired Fiske to survey undivided common land in Cambridge Farms, in preparation for sale. Fiske's survey divided the land into nine quadrants, each eighty rods wide (about a quarter mile) and separated by a one-rod rangeway left for access. The survey further subdivided each quadrant into smaller rectangular lots known as ranges or squadrons, each generally under forty acres. The lots were often too small to support a farm and most original owners subsequently sold their squadrons. Others purchased contiguous lots to create farms. Unlike property division in Concord, based on equitable distribution of meadow, field, and forest, Cambridge Farms land division was uniformly based on an imposed grid, irrespective of natural features (Dietrich-Smith, 2005: 23).

Town records indicate that by 1636 a road "foure Rodes [rods] broad (66 feet)" ran parallel to the east/west ridge line, bisecting the First Division houselots. Within the present-day Battle Road Unit, the full length of the Bay Road, as it was known during the colonial times (later known as the Battle Road), was laid out by 1666, although possibly much earlier. It extended from Concord through Cambridge Farms. Woburn town records from 1666 state: "The Highway from Concord town, the highway to the bay, over the great hild [hill, possibly Fiske Hill] to the foot thereof from thence as we have marked it out to Oburne [Woburn] town." Where possible, road construction avoided high ground and lowlands. When unavoidable, road construction adapted to the terrain. In these locations hillsides were excavated, such as the section of road leading east to the Hartwell farm and causeways were constructed across wetlands, such as the swampy area east of Meriam's Corner. Broad meadows, low wetlands, and undulating hills characterized the land on both sides of the Battle Road (Dietrich-Smith, 2005: 21, 23-24).

Several other roads within the present-day Battle Road Unit are known to have originated during the seventeenth century. Among the earliest was the Billerica Road (today known as Old Bedford Road), intersecting with the Battle Road at a site known today as Meriam's Corner. The road existed prior to 1684. Present-day Mill Street dates to the early 1600s and is thought to have been one of the earliest roads leading to the Concord Plantation. The new roads connected Second Division houselots to Concord center, Cambridge Farms, and other neighboring towns via the Battle Road. In addition to established roads, public right-of-ways often cut through commonly held and privately owned fields, pastures, meadows, and woodlots (Dietrich-Smith, 2005: 24).

Topographical features and the location of the Battle Road directed placement of houselots within Concord's East Quarter and Cambridge Farms. Settlers sought the best terrain for their houselots, building their houses on dry, level land along the road, primarily facing south. By 1700, houselots lined the entire length of the Battle Road within the present-day Battle Road Unit. From east to west, families living along the road included the Meriam family (c. 1636), the Brooks family (c. 1650-1660), the Hartwell family (1690s). Cambridge Farms houselots in the early 1700s, from east to west, included those of the Fiske family (c. 1655) and possibly one at the future location of the Nelson farm (pre-1716, owner unknown) (Dietrich-Smith, 2005: 24-25).

After Concord's Second Division, the town's common field system began to dissolve as the town continually transferred commonly held land to individuals. Houselots on the outskirts of town, including along the Battle Road, tended to include more private fields. The shift from collectively owned and managed fields, pastures, and "commons" to privately held land was American, rather than colonial in style, because it emphasized individual self reliance rather than group cooperation. In some areas, though, individually held tillage fields and wet meadows continued to be managed collectively. One such collective effort resulted in a signed agreement between Noah, Job, Daniel, and Joseph Brooks in 1695, which called for construction of a new ditch connecting Elm Brook to a

swamp drained by Mill Brook to the west. Common herding also remained in some areas, although all “commons” in Concord’s East Quarter appears to have transferred to private ownership after the Second Division. In contrast to the “commons,” privately owned pastures were generally clear-cut (except perhaps a few solitary trees to shade livestock) and enclosed by walls or fences, constructed to keep livestock in, not out.

Of all land uses, Concord’s forests were the most privatized. Under individual ownership, some were managed as woodlots while others were cleared for tillage fields and grassland. By the mid-1600s, sown varieties of English grasses began to replace native grasses. While thirty percent of Concord’s forests had been cleared by 1700, the percentage cleared along the Battle Road may have been much higher. Brian Donahue’s study in 1994 “A Management Plan to Balance Cultural and Natural Resources: The Minute Man National Historic Park Case Study” identifies only two expanses of woodland along the road in 1700, one south of the Hartwell farm and the other on the north side of the Battle Road at the eastern end of Concord (Dietrich-Smith, 2005: 25).

Although specific information about the configuration of early stone walls is outside the scope of this project, scholarly research of stone walls in New England suggests that the number of stone walls within the Battle Road Unit increased as the settlement expanded westward, as land transferred into private ownership, and as forests were removed for fields and pastures. According to Robert M. Thorson in “Stone by Stone, the Magnificent History of New England’s Stone Walls,” early colonial settlements, such as at Concord, generally occurred in low-lands along rivers. In these areas, wooden fences were typical. As settlements expanded into the uplands, such as during Concord’s Second Division, properties often included erratic boulders and pockets of stony ground. Although construction of stone walls proved more labor intensive than construction of wooden fences, stone walls were a more permanent way of dividing fields and demarking private property. By far the most compelling reason for the proliferation of stone walls was the abundance of stones unearthed by the removal of the upland forests. Prior to clear-cutting, the upland soil under the old growth forests had been accumulating organic and inorganic material for at least twelve thousand years. The early settler would initially find few stones in this mix. Deforestation, however, reduced the insulating value of the topsoil, which promoted frost heaving that pushed buried stones to the surface. Initially, stone was often piled in the middle of a field or pasture, but over time stone was generally moved to the edge of fields, often against an existing wooden fence. As more stone accumulated, it was often managed by crudely stacking the stones to conserve space, resulting in what is referred to today as a “tossed wall.” Early stone walls also materialized during road construction. Roadsides were a convenient place to deposit stones unearthed during road construction. Stonewalls, fences, and gates also served to protect agricultural crops adjacent to the roads from wandering or herded livestock (Dietrich-Smith, 2005: 25-26).

Eighteenth-Century Landscape (1700-1774):
During the eighteenth century, new houselots developed along the Battle Road and old houselots passed to fourth and fifth generations. Through inheritance, large seventeenth-century properties were subdivided, and as more land became privatized, fields and pastures were consolidated around houselots. With these changes came the construction of new roads. Political boundaries also changed. In 1713, Cambridge Farms separated from Cambridge and incorporated as the town of Lexington. The town of Lincoln was established in 1754, its boundary including portions of Concord and Lexington located within the present-day Battle Road Unit (Figure 2). While the communities remained overwhelmingly subsistence oriented, a complex system of local exchange and several commercial enterprises would develop (Dietrich-Smith, 2005: 26).

Colonial roads were difficult to travel in the winter and often impassable in the spring. They were unpaved, often muddy, and generally needed repair. A wide right-of-way provided some relief, allowing the roadbed to shift as areas became rutted or muddied. The width also allowed an efficient passage of livestock herds in route to market (Dietrich-Smith, 2005: 29).

A 1716 survey of the Battle Road indicates the road became progressively wider as it traveled east through the present-day Battle Road Unit (Figure 3). East of Meriam’s Corner the road stood four rods wide (66’), and at Meriam’s Corner the road width doubled to eight rods (132’). At the point where the road took a sharp turn north (leading to what is known today as the Bloody Angle) the road

width increased ten rods (165'). It continued at this dimension until it reached the Lexington town line. The survey did not extend into Lexington. Landscape features recorded in the survey include barns, houses, fences, stone walls, a bridge, a well, meadows, a garden, claypits, ditches, and a variety of tree species including walnut, maple, white oak, and chestnut (Dietrich-Smith, 2005: 30).

In 1748, the town of Concord voted to sell the portions of the road that exceeded four rods (66') to landowners adjacent to the road. A receipt for the sale indicates the right-of-way was narrowed from Meriam's Corner to what is known today as the Bloody Angle. The receipt did not include sale of land within the right-of-way to landowners east of the Bloody Angle, which may indicate that the highway from the Bloody Angle to the Concord-Lexington line had already been narrowed to four rods prior to 1748 (Dietrich-Smith, 2005: 31).

The town of Lexington also surveyed the Battle Road right-of-way. In 1738, the town chose a committee to "renew the bounds of the great Country road leading from Cambridge to Concord in the bounds of Lexington." As surveyed, the road right-of way was four rods wide (66') from the Concord-Lexington Line until it ascended Fiske Hill, where it widened to seven rods (116'), and a short distance further reduced to six rods wide (99'). Just before Ebenezer Fiske's house the right-of-way returned to four rods wide. Landscape features mentioned in the survey included numerous fences, several stone walls, a ditch bank, an orchard, four tree stumps, and several black and white oak trees (Figure 4) (Dietrich-Smith, 2005: 33).

In 1773, the town of Lexington purchased land from Ebenezer and Benjamin Fiske along the north side of the Country Road (Battle Road) on Fiske hill to improve the road. The land purchase indicates the road was re-aligned during the improvements (Dietrich-Smith, 2005: 34).

To provide better transportation to neighboring towns, to market, to agricultural land, and between houselots, the towns of Concord, Lincoln, and Lexington improved existing roads and laid out new roads within the present-day Battle Road Unit. Highway taxes, payable in labor, funded colonial road construction and repairs. Towns appointed road surveyors who oversaw road improvements and reported all non-paying landowners. Several men residing along the Battle Road in the mid-1700s served as Lincoln Road surveyors including Joshua Brooks Jr., Noah Brooks, and Josiah Nelson (Dietrich-Smith, 2005: 29).

In the early 1700s, the town of Concord constructed three roads within the present-day Battle Road Unit. In 1720, Concord selectmen ordered the layout of a two-rod (33') driftway (common way for driving cattle) from the southeast corner of John Jones's [Farwell Jones] houselot at the Country Road [Battle Road] north and easterly to the Brickiln Field. The following year, Concord laid out a second two-rod driftway northeast from the area known today as the Bloody Angle. It was known as Fassett's Road in the 1700s, and then later also as Old Bedford Road (not to be confused with Billerica Road, later also known as Old Bedford Road). In 1736, Concord laid out a road between the Country Road (Battle Road) near the Daniel Brooks house (later known as Samuel Brooks house) and the house of Thomas Wheeler. The road it known today as Brooks Road (Dietrich-Smith, 2005: 29-30).

Between 1755 and 1756, the newly incorporated town of Lincoln began laying out roads, including two that intersected the Battle Road. In 1755, a road two rods wide (33') was laid out from the road leading from Concord to Lexington (Battle Road) at Ephraim Hartwell's house to the meeting house in Lincoln. The road is known today as Bedford Lane. A second two-rod road, first laid out in 1755 although not accepted by the town until 1756, intersected the Battle Road just east of Bedford Lane "at the corner of Mr. Ephraim Hartwells wall." This road, known today as Bedford Road, joined with Bedford Lane south of the Battle Road (Dietrich-Smith, 2005: 30).

By the 1770s, approximately twenty-five houselots were located along Battle Road. Descendents of the area's earliest settlers owned many of the houselots including members of the Meriam, Brooks, Hartwell, and Fiske families. A typical houselot averaged sixty to eighty acres, significantly larger than the six to eight-acre houselots of Concord's earliest settlement. In addition to a barn and several outbuildings, houselots often included a small garden and an orchard. At least fifteen orchards were located along the Battle Road in the 1770s. The large number of orchards

corresponds to the popularity of hard cider in the eighteenth century. Fruit trees could grow on the marginal upland soil typically found along the Battle Road that was less suited for grain, making it less expensive to produce than beer, the early colonial favorite. In 1767, Massachusetts residents consumed more than a barrel of cider per capita (Dietrich-Smith, 2005: 26, 28).

Captain William Smith was one of the largest landowners along the road, owning a 120-acre farm in the 1770s that included a house, two barns, tillage, meadow, pasture, woodland and an old orchard. His livestock included two horses, two oxen, nine cows, four pigs, and twenty sheep. Smith is one of three landowners along the Battle Road known to have owned a slave. Ephraim Hartwell and George Minot, each owning over eighty acres, also owned slaves. In contrast, Nathan Stow owed only seventeen acres in 1771. His property included pasture, tillage, upland meadow and wet meadow, two cows, and a pig (Dietrich-Smith 2005: 28).

Livestock, easily transported to market on hoof was one of only a few agricultural products traded for English goods during the Colonial Period. Cattle production required ample supplies of winter fodder and high quality hay. To increase hay production and to make wet meadows accessible for mowing and hay removal, eighteenth-century farmers continued to drain and improve their wet meadows. Colonists continually diverted water from the meadow adjacent to Elm Brook to the west and north, following the natural lie of the land as it descended into the swampy center of glacial Lake Concord. The manipulation of the system diverted a large portion of Upper Elm Brook flow from one watershed to another, and restricted wet summer flooding of the meadow (Dietrich-Smith, 2005: 28).

In the uplands, the slow process of converting forests to pasturage also continued. The glacial till with a boulder clay base that underlain a large portion of the upland forest within the present-day Battle Road Unit was an excellent soil for growing European “Herd’s grass” or “Timothy Grass,” which became one of the colonies most important sown hay crops in the 1700s. Clearing forest also yielded timber, essential locally for building construction, fencing, and fuel. Wood was also an important material for small local trades such as staves for barrel construction and bark for tanning. Timber, like cattle, was also one of only a few local products traded in Boston. While forest clearing served an immediate need, and supplemented the agricultural economy, it ultimately depleted local timber supply, and dramatically changed the landscape (Dietrich-Smith, 2005: 28).

Expansion of tillage fields in the eighteenth century also required forest clearing and meadow drainage. By 1775, all cultivatable land within the present-day Battle Road Unit supported subsistence crops of Indian corn, rye, and other grains (Dietrich-Smith, 2005: 28).

According to Robert M. Thorson in “Stone by Stone, the Magnificent History of New England’s Stone Walls,” an increasing population and private land ownership lead to territorial tension between neighboring colonists. Required by English law, marked boundaries between properties included slashes on trees, small piles of stones, wooden stakes, and if enough stone was available – a boundary wall. Although the legal ‘fence’ height in New England was generally four to five feet, many stone walls stood only thigh high, their height governed by the ergonomics of lifting and tossing stone. Also, as mentioned previously, stone walls served functionally as a holding place for stones removed from the fields, the amount of stones in the field often determining the number of walls and their proximity to each other – thus the size of the fields (Dietrich-Smith, 2005: 29).

Towns along the Battle Road had reached an integrated system of land use by the mid-1700s. Local trades along the Battle Road included the Brooks Tannery, several blacksmith and locksmith shops, and a cider mill on the Jacob Whittemore farm. Three, and possibly four, taverns were also located along the Battle Road in the 1700s: the Bull Tavern and a tavern operated by the Fiskes in Lexington; and in Lincoln there was the Hartwell Tavern. Also in Lincoln was Thomas Nelson, Jr., a “licensed retailer of liquor.” It is not certain whether this means that he actually operated a tavern. In the eighteenth century, taverns began to replace the puritan churches as centers of civic influence. Local colonists and travelers visited the taverns to rest, drink, and discuss politics (Dietrich-Smith, 2005:35).

By the 1770s, the entire landscape within the present-day Battle Road Unit was settled and under agricultural production. Generations of families, some for over one hundred years, had worked the

land, taming the wet meadows and clearing the forests. While agricultural fields and pastures were often scattered across the landscape, a remnant of the early common field system, property was significantly more condensed around the houselots than that of the seventeenth century. Since the mid-1600s, the Battle Road was the primary east-west road leading from Concord to the shoreline. Views from the road in the 1770s would include expansive farm fields lined by stone walls and wooden fences, grazing animals, orchards, houses and barns, taverns, small gardens, blacksmith and locksmith shops, and farm crops. In addition to the Battle Road, a developing system of roads connected houselots, farm fields, and neighboring towns (Dietrich-Smith, 2005: 35).

The Revolutionary War (1775-1783):
Dramatic events of April 19, 1775, a conflict on Lexington Common, a battle at Concord's North Bridge, and a running battle along the road from Concord to Boston, marked the opening of the Revolutionary War. Upon an unusual battleground, twenty miles of winding, hilly road connecting Boston to Concord, discontent smoldering in the American colonies under British rule flared into open hostilities. For a year, British Regulars had occupied Boston, to suppress escalating colonial resistance to British economic policies. The British army under direction of General Gage began a campaign to confiscate colonial arms and supplies. His first two targets, a large store of gunpowder in Charlestown and two brass field pieces in Cambridge, were successfully confiscated in secrecy, without gunfire. News of the raids spread quickly, serving to strengthen the resistance of the colonies. In September 1774, colonists reorganized the Massachusetts General Court as the Provincial Congress. This illegal body met in Concord and served as the government of Massachusetts outside of British-controlled Boston. The Provincial Congress recommended that locals organize themselves into companies, elect officers, and drill for military action. The colonial troops, trained to be ready on a minute's notice, were known as minutemen (Dietrich-Smith, 2005: 41).

In February 1775, Gage ordered troops to Salem to raid a stash of cannons. This time Gage was unsuccessful. Colonists spied the British Regulars as they marched towards Salem and removed the cannon from their hiding place. Met by an angry mob in Salem, the British Regulars abandoned their mission and returned empty-handed to Boston. General Gage redirected his proposed strikes into the interior towns of Massachusetts. In April he ordered British troops to march "with utmost expedition and secrecy to Concord" to seize and destroy all arms, ammunition, and provisions. On April 15, Paul Revere and other patriots notified the Provincial Congress meeting in Concord that British Regulars were preparing to advance (Dietrich-Smith, 2005: 41).

On April 18, under cover of night, British Regulars crossed the Charles River and began their eighteen mile march to Concord. Earlier in the day, General Gage positioned patrols along the road to Concord to protect the mission's secrecy, further alarming colonists. A Lexington contingent of colonists guarded patriots Samuel Adams and John Hancock, perceived targets of the British Regular advance, and another to scout the movements of British patrols. Within an hour of departure, a British patrol captured the colonial scouts in Lincoln, holding them under guard in a pasture on the north side of the Battle Road (Dietrich-Smith, 2005: 41-42).

A Nelson Family legend places Josiah Nelson as one of the first people to spread warning about the British advancement. Josiah lived along the Battle Road, just east of the capture site. According the story, the noise of the passing Regular patrols awoke him, and as he rushed out of his house to determine the source of the noise, he received a gash on the side of his head from a Regular's sword. He was detained, but later released and ordered to remain in his house with his light out. Despite threats to burn down his house, Nelson dressed his wound and rode north, sounding the alarm in Bedford. Nelson probably reached Bedford along a bridleway, marking the boundary between Thomas Nelson's houselot (Josiah's father) and Jacob Whittemore's land (Dietrich-Smith, 2005: 42).

The same evening two men, Paul Revere and William Dawes, left Boston and rode west, spreading news of the British advance. The men met in Lexington and, accompanied by a third rider, Dr. Samuel Prescott, headed west on the road to Concord. Near the pasture opening, where the Lexington scouts had been captured earlier, British officers captured Paul Revere. Prescott and Dawes, riding behind Revere, escaped. Dawes headed back down the road towards Lexington;

Prescott escaped by jumping his horse over a stone wall and went on to carry the alarm to Concord (Dietrich-Smith, 2005: 42).

Early in the morning on April 19th, British forces led by Major John Pitcairn, numbering about two hundred men, reached Lexington. About seventy-seven colonial men under the command of Captain John Parker confronted them in the center of town on the Lexington Common. As the British Regulars advanced, Parker ordered his men to disperse, but some were unwilling to back down. A shot from an unknown source was fired, and the British Regulars let loose several rounds into the militia lines. A brief clash resulted and eight militia men were killed or wounded (Dietrich-Smith, 2005: 42).

After reassembling, the British Regulars resumed marching west along the road to Concord. Notified of the British advance, two minute and two militia companies from Concord and at least one or two companies from Lincoln marched out of town, east along the road to Meriam's Corner. Observing the British Regulars descending Brooks Hill, the colonists moved to the ridge bordering the north side of the road (Revolutionary Ridge). As the British entered Concord the colonists marched before them. According to one account, the colonists and British played their fife and drums in unison. In Concord town center, the colonials assembled and crossed the North Bridge and went on to Punkatasset Hill, about a mile north of the town center.

British Regulars entered Concord center and seized control of the town's two bridges crossing the Concord River. Aware that minutemen were assembling north of town, British command sent seven companies to Concord's North Bridge. While one company held the bridge, and two others guarded their flank, four companies proceeded two miles past the bridge to Barrett's farm, where there were reports of cannon and large stores of ammunition. The minutemen, whose ranks were steadily increasing as men from neighboring towns arrived, moved down off Punkatasset Hill to take up positions on the hill west of the North Bridge. Observing smoke rising from the center of town, caused by burning gun carriages and then spread by accident, Colonel Barrett, commander of the Concord militia, ordered about 150 minutemen and militia to advanced toward the bridge, which was guarded by ninety-six British Regulars. The advance surprised the British Regulars and the British command ordered a retreat back toward Concord. A shot rang out, generally believed to have been fired, without orders, by one of the British Regulars; this was followed by the discharge of several other pieces. The colonists continued to advance and when within fifty yards of the British troops, opened fire. The British Regulars, seeing they were over-matched, turned and ran back toward Concord center. Two militia and nine British Regulars were causalities of the fighting at the North Bridge (Dietrich-Smith, 2005: 42-43).

As the British Regulars reassembled and marched down the road towards Boston, colonial troops pressed ahead in an attempt to cut off their retreat. The out-numbered militia and minutemen used guerilla tactics to gain advantage, hiding behind trees, stone walls, and buildings. The locals took advantage of the circuitous layout and rolling topography of the Battle Road to ambush the British Regulars. A number of skirmishes between the colonials and the British Regulars occurred along the Battle Road between Concord and Lexington (Figure 5) (Dietrich-Smith, 2005: 43).

The first conflict site was at Meriam's Corner, where Old Bedford Road and the Battle Road intersect, at the western boundary of the present-day Battle Road Unit. About sixty minutemen from Reading, along with men from the North Bridge fight, were positioned around the outbuildings and stone walls at the Meriam house when the British forces reached the intersection. The British flankers on the north side of the road descended the ridge to join the main force crossing a small bridge that lead over a stream southeast of the Meriam house. In the firing that ensued, several British Regulars were wounded before the British column moved out of range (Figure 6) (Dietrich-Smith, 2005: 43).

Waiting for the British Regulars about 1.5 miles east of Meriam's Corner, were one or two companies of militia from Sudbury and one from Framingham. The colonists were lying on the south side of the Battle Road in ambush, on Brooks Hill. The British discovered the ambush before they were within range of the colonial guns and were able to mount an attack on the hill. The fighting was intense, especially in the Brooks farms area; the British Regulars ultimately pushed through the trap set by the militia (Dietrich-Smith, 2005: 44).

The British Regulars continued east along the road as it descended and crossed Elm Brook, then rose again. A short distance later the road turned sharply north. At this point colonial militia had positioned themselves behind trees and stone walls along the east side of the road leading north from the bend. The colonials also had a topographical advantage. Years of use, rain, and a recent road excavation had lowered the grade of the roadbed below their strategic position. When the British Regulars reached the curve and made the turn north, men from the Woburn militia fired into the British column. Five hundred yards further east, at another sharp curve later called the Bloody Angle, colonial forces again waited in ambush. Patriots fired upon the British column from all directions. British troops sustained about thirty casualties along the stretch between the first curve and the second. Despite their losses, the desperate British quickened their pace and broke free of the trap (Dietrich-Smith, 2005: 44).

British Regulars remained under constant threat from long-range firing as they made their way east of the Bloody Angle. At the farms of Ephraim and Samuel Hartwell militia companies from Bedford, Woburn, Sudbury, and Billerica confronted the British Regulars. The colonists took positions behind the Hartwell houses and outbuildings, firing with deadly effect straight into the British column. Several militia men were also killed in the skirmish (Dietrich-Smith, 2005: 44-45).

The Lexington Company waited on a low hill on the north side of the road at the Lincoln-Lexington line (Nelson farms) to take revenge for the early morning clash on Lexington Common. Some of the men took advanced positions in a rocky pasture on the north side of the road, harassing the approaching column with sniper fire before being driven from the field by a British flanking party. As the British approached within close distance, the colonials fired into the column. Shocked by the attack, the column halted momentarily then charged the hill, clearing the militia from their position. Both sides suffered casualties (Dietrich-Smith, 2005: 45).

Crossing into Lexington, the British regrouped and continued their retreat. Colonists were positioned a few hundred yards beyond them on a steep, thickly wooded hill known as the “Bluff.” British command sent one or two companies ahead of the column to secure the site, and after a hard fought skirmish over difficult terrain, they drove the militia from their position (Dietrich-Smith, 2005: 45).

Fiske Hill, at the eastern boundary of the present-day Battle Road Unit, was the eighth and final obstacle between the British retreat and Lexington center. When British Regulars came into range, colonial militia positioned on the hill fired and killed several more British Regulars. At this point, the British column began to come apart. British Regulars who were not wounded were completely exhausted and were being fired upon from all sides. Troops along the road were running in a desperate attempt to escape and flanking parties became separated from the main unit. Officers attempted to block the road to reform the column for a more orderly retreat, but most of the soldiers kept running toward Lexington (Dietrich-Smith, 2005: 45).

In Lexington, the harassed British were saved by a relief force of one thousand troops. After regrouping, the British Regulars proceeded on to Boston. As they marched toward Menotomy (Arlington), the colonials continued to attack when circumstances were favorable. The most brutal skirmish occurred in Menotomy (Arlington) where the British were subjected to almost continuous fire from houses and outbuildings over a one and one-half mile stretch of road. Proceeding on from Menotomy, the British Regulars entered Cambridge and found that the only bridge across the Charles River was partially destroyed and held by colonial forces. British command made an unexpected move and took a secondary road to Charlestown, catching the militia by surprise and breaking the circle of fire they had endured since leaving Lexington. About 7:00 p.m., seven hours after they left Concord center, the British column crossed Charlestown Neck and then across Charlestown Common to Bunker Hill. After observing the Regular’s strong defensive position atop the hill, colonial troops called off their attack, ending the first day of what became an eight-year fight for independence (Dietrich-Smith, 2005: 45).

The towns of Lincoln, Lexington, and Concord, which had witnessed and participated in the battles on April 19th, supported the ensuing Revolutionary War by periodically supplying specified quotas of men and by providing requested resources and goods to the colonial army. Minutemen and militia

from the three towns served in numerous campaigns including the siege on Boston, and the Battles at Fort Ticonderoga, Bennington, White Plains, Saratoga, and Monmouth. Various systems determined how towns met their soldier quota, but ultimately each town paid for their service. The towns were also required to send wood, textiles, shoes and agricultural goods to the colonial army, at their own expense. Lincoln town records state that between 1776 and 1781 the town provided at least thirty-five blankets, seventy-six sets of shirts, shoes, and stockings, and over sixteen-hundred pounds of beef to the army. On January 15, 1776, Lexington voted to cut three hundred cords of wood for the army, including wood along the Battle Road over Fiske Hill (Dietrich-Smith, 2005: 46) .

While the army's demand for soldiers and supplies generally caused financial hardship within the towns, some individuals benefited through the sale of surplus agricultural products. Money paid to soldiers and for the purchase of supplies for the army necessitated higher taxes, and extensive wartime printing of paper money resulted in inflated prices. By 1780, monetary inflation had caused the original cost to rise to 480 pounds per man. Lexington eventually resorted to paying soldier bounties in cattle– five mature cows for three years service (Dietrich-Smith, 2005: 46).

Other impacts of the war included local agricultural and commercial changes. In Lincoln, the acreage of labor-intensive tillage fields decreased slightly, while the amount of pastureland almost doubled. The war and its aftermath also significantly altered commercial transactions. Few imported goods were purchased and local businesses were scrutinized for their loyalty to the fight for independence. Between 1777 and 1785, Lincoln did not issue liquor licenses, although local taverns, including Ephraim Hartwell's, continued to serve rum (Dietrich-Smith, 2005: 46).

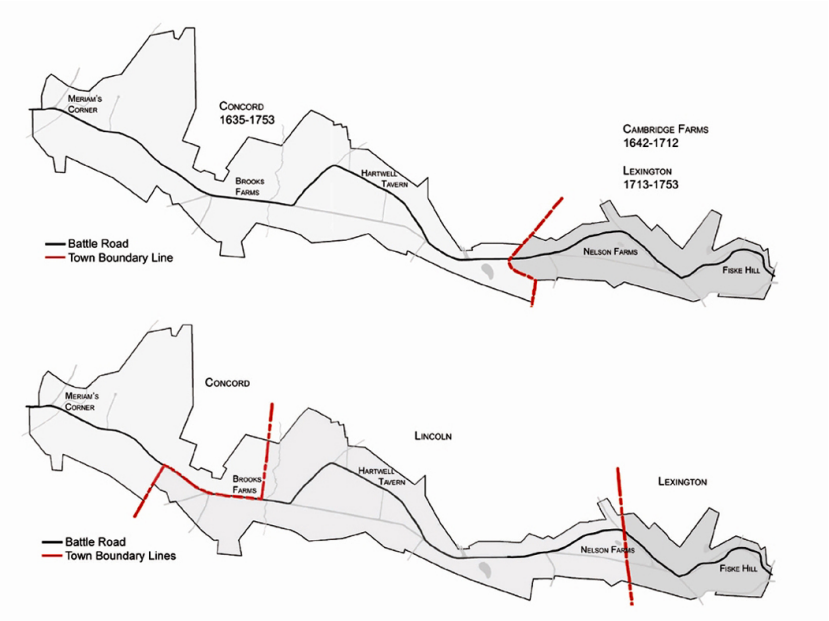


Figure 2. The boundary between Concord and Lexington after incorporation of Lexington in 1713 (top) and the boundaries between Concord, Lincoln, and Lexington after incorporation of Lincoln in 1754 (bottom) (Dietrich-Smith, 2005: 27).

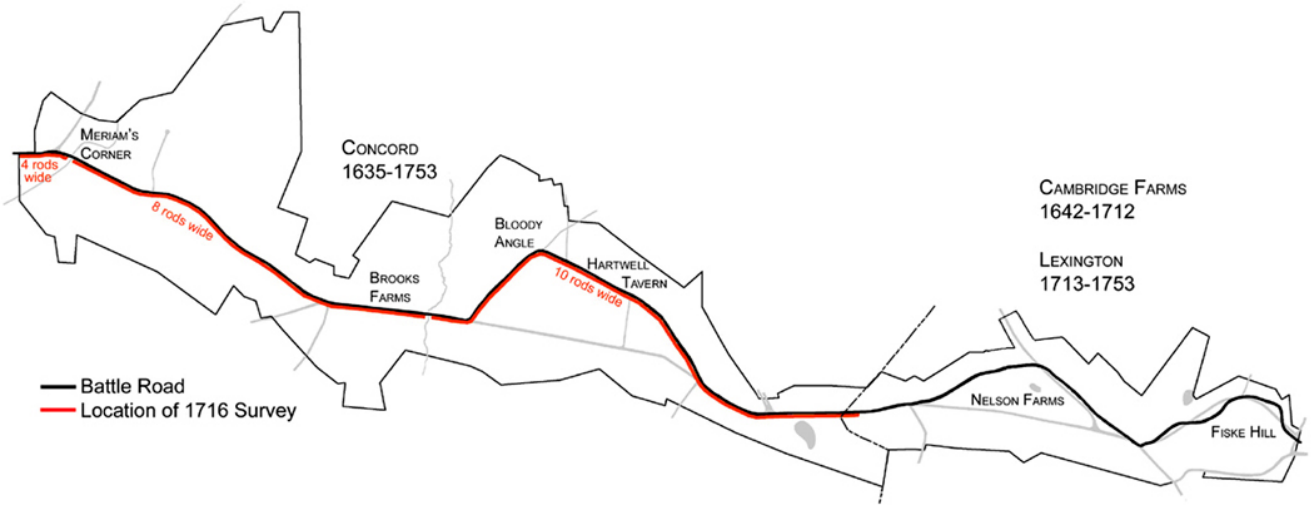


Figure 3. Map of Battle Road Unit depicting the portion of the Battle Road surveyed in 1716 (Dietrich-Smith, 2005: 31).



Figure 4. Map of the Battle Road Unit depicting the portion of the Battle Road surveyed in 1738 (Dietrich-Smith, 2005: 34).



Figure 5. Sketch of the April 19, 1775 skirmish at Meriam's Corner, Concord. Nathan Meriam house in the background, along east side of Billerica Road (Old Bedford Road) ("Historic Fields and Mansions of Middlesex," 1874).

RURAL ECONOMIC PERIOD (1784 – 1899)

The first century of the new American nation witnessed westward expansion, agricultural and industrial innovations, and improved transportation. As some New England farmers ventured west along newly constructed roads, canals, and railroads, eastern cities expanded and industrialized.

Between 1790 and 1830 the nation's population rose from just under four million to almost thirteen million, largely due to increasing numbers of European immigrants. Although some followed Yankee farmers west, others settled in New England, constructing canals and railroads, working in factories, mills, and on farms. Local farmers welcomed progress and initially benefited from it, however, a century of change would ultimately threaten the agricultural landscape along the Battle Road (Dietrich-Smith, 2005: 47).

Market Economy Landscape (1784-1843):
For a brief period after the war, economic hardships persisted. Taxes remained high, paper money was practically worthless, and debts for some were insurmountable. Rural landowners were the hardest hit; many local farm fields and buildings were neglected. In 1791, Concord had five fewer houses, thirty-two fewer barns, seventy-seven fewer cattle, and cultivated 419 fewer acres than in 1781, despite a larger population. Massachusetts's economy recovered in the 1790s and flourished in the decades that followed. Colonial manufacturing businesses accelerated production following the 1808 British trade embargo and as a result of the high tariffs imposed on British goods following the War of 1812. The lack of imported wool, iron tools, and leather stimulated the growth of large textile mills, tool manufacturers, tanneries, and shoe factories in Massachusetts. Farmers increasingly raised sheep to supply the textile mills, and produced livestock to sell to the emerging urban centers (Dietrich-Smith, 2005: 47).

Beginning in 1820, an explosion of pasture clearing and hayfield planting began along the Battle Road, to support increased herd sizes. By the mid-1800s, only ten percent of local forests remained. Expanding agricultural land use in the early 1800s significantly altered the balanced allotment of woodland, pasture, meadow, and tillage of earlier substance-based colonial farms. Of the non-forested acreage in the mid-1800s, ten percent was tilled, fifty percent was grazed, and twenty-five percent was considered unimproved or abandoned fields. The structure of the farmstead also changed as farmers constructed larger barns and grain storage structures to support beef and dairy production (Dietrich-Smith, 2005: 47).

Improved transportation also supported the increasing shift from subsistence farming to commercial farming. With the new century came better roads and bigger wagons, together providing efficient, more reliable transportation of agricultural products to urban markets. Regionally, maritime profits funded industrial development in Waltham and Lowell, and financed construction of the Concord Turnpike and the Middlesex Canal. Towns along the Battle Road benefited from the growing economy. Profits earned by local farmers and professionals supported civic improvements in the towns bordering the Battle Road (Dietrich-Smith, 2005: 47-48).

Around 1800, the first market-wagon, drawn by a team of six oxen and a horse, appeared in Concord, and by 1830 they were an essential part of most farm inventories. Before market-wagons, farmers transported agricultural products to coastal cities in horse-drawn carts or panniers, large baskets carried over their shoulders or on the back of animals. The advent of the large market-wagons and of stagecoaches traveling between Concord and Boston by the early nineteenth century required better roads (Dietrich-Smith, 2005: 48).

While secondary roads remained in poor condition, privately funded turnpikes were built and main roads, such as the Battle Road, were improved to support vehicle traffic and livestock drives. In 1806, the Cambridge Turnpike was constructed south of the Battle Road. Unlike the layout of the Battle Road which respected the topography, construction of the turnpike proceeded in a straight line, disregarding the hilly glacial terrain. Steep inclines limited stagecoach travel and in 1828, after years of low profits, the county assumed jurisdiction of the turnpike. Although not within the bounds of the present-day Battle Road Unit, its presence altered traffic flow along the Battle Road by the mid-1800s, and a twentieth-century realignment of the turnpike, known today as Route 2, played a significant role in early park planning of the present-day Battle Road Unit (Dietrich-Smith, 2005: 48).

In 1800, the Middlesex Court recommended re-alignment of the Battle Road, at the request of local citizens who stated the road was "very crooked and circuitous." Between c. 1802 and 1806, the towns of Concord, Lincoln, and Lexington straightened several sections of the road. The most significant alterations occurred in Lincoln and Lexington, where two large bends in the road, one

leading to the Hartwell farms (Lincoln) and another leading to the Nelson farms (Lincoln/Lexington) were bypassed. The two large by-passed bends in the road remained as secondary roads and have held various names over the years. For the purpose of this inventory, the name “Battle Road” will continue be applied when specifically referring to the original route of the primary east-west road through the present-day Battle Road Unit, or portions of it. For the remainder of the Rural Economic Period, the name “North Great Road” will be used when referring to the road as constructed between c. 1802-1806 (Figure 6) (Dietrich-Smith, 2005: 48).

In c. 1804, Lincoln reduced the width of the c. 1802 by-passed bend in the Battle Road in Lincoln, running from Mr. Caldwell’s Gate (Captain William Smith house) to Capt. Joshua Brooks Tanyard. The town sold land within the right-of way, presumably to neighboring landowners. As surveyed, the right-of-way was narrowed on average by one rod (16.5 feet). The survey also noted landscape features adjacent to the road including a blacksmith shop, a schoolhouse, a wall, a pasture, and the road leading from Bedford (Old Bedford Road) (Dietrich-Smith, 2005: 51).

Between c. 1816 and 1818, Lexington reduced the slope of the c. 1802 re-aligned section of the Battle Road (North Great Road) running over Fiske Hill. By 1819, the town had also constructed a new road that intersected the North Great Road just south of the bluff. Construction of the road resulted from an 1817 agreement between Amos Marrett and the town of Lexington, which stated that if Marrett consented to let a schoolhouse be moved onto his land, the town would construct a road from the schoolhouse to North Great Road. Today the road is known as Marrett Road (Dietrich-Smith, 2005: 51).

In September 1836, landowners petitioned the Middlesex County Commissioners to straighten and widen the road leading from Concord to Lexington (North Great Road) in several places because it was circuitous and hilly. In April 1838, the county commissioners ordered repair of the highway at specific locations including the ascent of Hardy’s hill (Brooks Hill), the lowest point in the valley at Brooks’ tanyard, Hartwell’s Hill, and a small hill between the house of John Nelson & the line of Lexington. In general, all road repairs included raising low areas or leveling high points, so that the road did not exceeded an angle of three to four degrees with the horizon. The order specified the road was to be twenty-four feet wide with an eighteen-inch crown, and all stumps, stones and other obstructions within the road bed were to be removed. All three towns voted to repair their section of the road as ordered by the county commissioners (Dietrich-Smith, 2005: 51).

Initially, local manufacturers benefited from the 1808 British trade embargo and the high tariffs imposed on British goods following the War of 1812. A number of small industries manufacturing a variety of necessary goods were located in Concord, including manufacturers of pencils, soap, woodenware, and brick. In Lincoln, one-third of working-aged men in 1820 were either tradesman (tanners and shoemakers being the most prevalent) or businessmen. However, by the mid-1800s most farm-based manufactures in the towns bordering the Battle Road had closed, including the Brooks Tannery, which closed in 1829. The small towns did not have sufficient water flow necessary to support large-scale operations, thus they could not compete with larger manufacturers (Dietrich-Smith, 2005: 53).

In the early 1800s two taverns were located along the Battle Road: the Noah Brooks Tavern and the Bull Tavern. Noah Brooks Jr. received an innkeeper’s license in 1798, and built a new structure to house the tavern in 1810. The Bull Tavern, known by 1792 as the Benjamin Tavern and by 1818 as Viles Tavern, had been in operation since approximately 1778. Three other taverns in business before the Revolutionary War appear not to have been in business in the early 1800s, including the Hartwell Tavern. The tavern passed into the hands of John Hartwell in 1793 and records indicate his economic activity was limited to farming. The taverns were a stopping point for farmers herding livestock and poultry to the Brighton Stockyard, or others transporting wagons of produce to Cambridge or Boston. Herdsmen who stopped for the night at a tavern would pasture their livestock in neighboring fields (Dietrich-Smith, 2005: 53).

Both the Noah Brooks Tavern and the Vile Tavern (Bull Tavern) went out of business by the 1840s. Organization of the temperance movement in the early 1800s is the most compelling explanation for their demise. While consuming large quantities of alcohol during the Colonial Period was considered

accepted behavior, by the early 1800s it was perceived as a social problem. Additionally, construction of the Cambridge Turnpike (approximate alignment of Route 2) undoubtedly diverted clientele away from the North Great Road (Dietrich-Smith, 2005: 54).

As the nineteenth-century drinking habits changed, so did the composition of the orchards along the Battle Road. By the 1830s, farmers along the Battle Road began to replace their cider orchards with dessert fruit orchards. Although widespread planting of fancy fruits did not occur until later in the century, Josiah Nelson operated a nursery on his farm in Lincoln (next to the Thomas Nelson Jr. houselot) as early as the 1830s, selling fancy fruit trees to his neighbors. In 1831, Nelson advertised for sale about five hundred peach trees, one hundred apple trees, as well as pear, cherry, quince, and other various fruits (Dietrich-Smith, 2005: 54).

In addition to farm buildings and local businesses, in the late 1700s and early 1800s there were also a number of schoolhouses located within the present-day Battle Road Unit. In 1763, Lincoln constructed a schoolhouse on the Battle Road 8-10 rods west of Joseph Masons Barn (west of Hartwell Tavern)." Five years later the town moved the schoolhouse to an unknown location, possibly along the Battle Road near the Job Brooks house. In 1791, Lincoln built a new schoolhouse in North Lincoln near or on the same location of the schoolhouse constructed in 1763. The town sold this schoolhouse in 1816 and replaced it with a brick schoolhouse erected at the southwest corner of North Great Road and Bedford Lane. Concord constructed its first school, the First East Quarter Schoolhouse, along the Battle Road in 1789 on the north side of the road just east of Meriam's Corner (Dietrich-Smith, 2005: 54).

For several decades after the end of the Revolutionary War, a diverse economy existed along the Battle Road. Fueled by a lack of British goods, local manufactures and farm-based industries prospered, as did Battle Road farmers who increased their livestock herds to provide wool and beef to the emerging textile and manufacturing centers. However, as farmers continued to expand their commercial operations, the local tradesmen ultimately succumbed to their competition in the industrial towns (Dietrich-Smith, 2005: 54).

One of the most lasting and important landscape changes was the realignment of the Battle Road. The straightened road, which benefited nineteenth century travelers, separated portions of the original road from what became the North Great Road - making twentieth century restoration of the abandoned roadbed and its surrounding landscape feasible. Although improved, by the mid-1800s the importance of the North Great Road as a major east-west thoroughfare had declined as traffic diverted to the newer Cambridge Turnpike. Less traffic, combined with a growing temperance movement, ultimately lead to the loss of the taverns along the North Great Road. This in turn, resulted in the decline of cider orchards and a proliferation of fancy fruit orchards bordering the road (Dietrich-Smith, 2005: 54).

The 1840s landscape along the Battle Road would have included many similar features found in the colonial landscape – stone walls, fences, pastures and fields, orchards, houses, and barns – although their configuration was undoubtedly different. A view of the nineteenth-century roadside would include larger pastures, barns, and outbuildings necessary to support commercial dairy production, a mix of cider and fancy fruit trees as farmers responded to the decline in alcohol consumption, and the absence of local trade and tavern establishments (Dietrich-Smith, 2005: 55).

Although the regional importance of the re-aligned road had diminished, it continued to be a locally important transportation route. Large oxen-drawn wagons and herded livestock would have traveled on the road in route to market, and local farmers to and from their fields. In contrast, traffic along the two large by-passed bends in the road would have been much quieter, used primarily by the families residing on them (Dietrich-Smith, 2005: 55).

Expanding Commercial Agriculture (1844-1899):
Advances in agricultural technology, western migration, and the advent of the railroad brought additional changes to the agricultural landscape. The expanding number of colonial descendents found it increasingly difficult to farm the limited agricultural space in the rocky uplands bordering the Battle Road. New agricultural implements, designed for the flat, fertile soils of the Midwest, were less

efficient in the stone strewn New England soils. Many left to establish farms in the Midwest, and after the advent of the railroad, flow of settlers traveling west was matched by car loads of inexpensive meat and grain traveling along the rail lines to eastern cities. Unable to compete with Midwest products, local farmers adapted production, specializing in perishable produce transported by local rail to the growing urban markets. The convenience of the local rail lines also transported urbanites to the countryside. By the end of the century, a significant number of Bostonians owned homes and country estates in the towns of Concord, Lincoln, and Lexington. Tourists also traveled by train into the towns to visit the April 19, 1775 battlegrounds, some of which ventured along the Battle Road (Dietrich-Smith, 2005: 55).

As farmers increasingly commercialized operations, they relied more heavily on wage laborers. Filling this need was a growing population of European immigrants arriving in Boston, of which the Irish were among the most prevalent in the mid-1800s. By the 1860s, many of the immigrant families began purchasing farms of their own, often on marginal or abandoned agricultural land. The 1880 U.S. Census reported at least seven Irish immigrant families owned or rented farmsteads within the present-day Battle Road Unit. Of the twenty Battle Road households identified within the census, eleven housed and employed at least one farm laborer or house servant, of which more than one-half were Irish or Canadian (Dietrich-Smith, 2005: 55-56).

Among commercial products produced for the urban markets were milk and other dairy products, hay, poultry and eggs, apples, cucumbers (for pickling), strawberries, grapes, asparagus, and potatoes. Milk grew in popularity during the latter half of the nineteenth century, after the temperance movement of the early 1800s stifled the production and consumption of hard cider. By 1865, more than eight hundred cans of milk departed Concord daily for Boston. Raising large herds of dairy cattle required substantial amounts of grain and hay, most of which arrived by train from the Midwest. Western grain provided inexpensive, high-protein feed for New England cows (Dietrich-Smith, 2005: 56).

Farmers adapted their farm buildings, structures, and field configurations to support the new agricultural economy. Silos, which came into use for the first time in the 1880s, provided a way to maintain green fodder for dairy cattle throughout the winter. Large chicken houses also appeared on farmsteads, in response to an increasing demand for fresh eggs and poultry. To use new, large-scale mechanized farming equipment, farmers enlarged their fields by removing stone walls. They used the dismantled walls to fill low spots, line underground drains, and construct new building foundations. Stone walls along improved roadways were often crushed, and then laid as road surfacing. Walls that stood in reforested woodland or were too massive to remove remained. Information included below for five Battle Road farmsteads provide examples of the changing agricultural landscape within the current Battle Road Unit (Dietrich-Smith, 2005: 56).

Noah Brooks Farm: In 1857, Samuel Hartwell, who had grown up on the Hartwell farms up the hill, purchased the Noah Brooks farm and planted orchards. By 1880, Hartwell had planted ten acres of apple trees and five acres (500 trees) of peaches, with plans to plant more. As evident in Figure 7, Hartwell also grew corn. Hartwell reportedly had a gross higher income and expenses than his neighbors. In 1880, four laborers boarded at the farm: two from Ireland, one from Nova Scotia, and one from Massachusetts. He also had an Irish house servant (Dietrich-Smith, 2005: 56).

Job Brooks Farm: Emelius Leppelman, who was from Denmark, purchased the Job Brooks Farm in 1847 and kept a substantial herd of dairy cattle. In the late 1850s, Charles Sawyer from New Hampshire purchased the farm and raised fancy livestock. By 1885 Sawyer had constructed a new barn and carriage house on the farmstead, and built a large addition on the house. Additional features added by Sawyer included a windmill on the brook and a drinking trough near the roadside (Dietrich-Smith, 2005: 56).

Ephraim Hartwell Farm: In the 1870s, Edwin McHugh, who was from Ireland, purchased the Ephraim Hartwell farm, operated a dairy and an orchard. In 1880, one Irish laborer boarded on the McHugh farm (Dietrich-Smith, 2005: 58).

Samuel Hartwell Farm: John Dee, also from Ireland, purchased the Samuel Hartwell farm in the

1870s. He also operated a dairy and an orchard. In 1880, two Irish laborers boarded on the Dee farm (Dietrich-Smith, 2005: 58).

Meriam's Corner: In 1871, Thomas Burke, also from Ireland, purchased the core of the Meriam farm and operated a small dairy, selling his milk in Concord. In 1880 he owned five cows and five calves. He also sold eggs and produce Dietrich-Smith, 2005: 58). The Burke House and garage are still standing, but only the foundation of the barn remains.

With the influx of inexpensive hay and grains from the Midwest, farm acreage constricted geographically onto better soils, and worn out land reverted to woodland. A declining need for fuel also contributed to the rejuvenation of local forests. Efficient Rumford fireplaces and Franklin stoves increasingly replaced colonial fireplaces, and coal replaced wood. By the late 1800s, woodlands expanded to cover forty percent of Concord's marginal stone-filled soils, and a similar percentage covered the western half of the present-day Battle Road Unit. The eastern half, lying on low fertile land, remained open (Dietrich-Smith, 2005: 58, 60).

Throughout the second half of the nineteenth century repair and alteration of North Great Road (today known as Route 2A) continued. In 1868, local residents petitioned the Middlesex County Commissioners to repair the old County Road (North Great Road) because it was winding, hilly, sandy, stony, and considered unfit for travel. In response, the Commissioners ordered Concord and Lincoln to repair the road between the houses of Michajah Rice in Concord through the town of Lincoln to the Lexington line. As repaired, the road was to be twenty-five feet wide with a twelve-inch crown, and all hills were to be reduced to a maximum of two degrees with the horizon. Permanent stone markers were to be placed at each end and at each angle, to mark the bounds of the road as altered (Dietrich-Smith, 2005: 60).

During the mid- to late-1890s, the Massachusetts Highway Commission laid out the North Great Road from Meriam's Corner to the Bluff, and then along Marrett Road as a state highway. The Massachusetts Highway Commission, the nation's first state highway commission, was organized in 1893 after intense lobbying from bicyclists. The Commission was responsible for establishing both state and county routes, through recommending appropriate construction methods and maintenance practices, and by estimating their approximate cost. Highway commission layout plans indicate road construction in Concord, Lincoln, and Lexington progressed in several sections between 1895 and 1898, beginning in Lincoln (near Captain William Smith house), then extending east and west towards Lexington and Concord (Dietrich-Smith, 2005: 63).

As designed by the Commission, the roadbed stood fifteen feet wide, had three-foot gravel shoulders – all located within a fifty-foot right-of-way. The new roadbed was created by layering and steam-rolling broken stone. It replaced the older road surface constructed of sand, clay and gravel. The commission sought to reduce road grades to a maximum of five feet to the hundredth and to raise the level of the roadbeds above the level of swamps and freshets. They specified removal of all brush, stones and other unsightly material along the road and placement of six-foot tall stone markers with the letters M.H.B. (Massachusetts Highway Board) along both sides of the road at all angles, curve tangents, and at a minimum of one- thousand feet intervals along straight portions of the road. The Commission recommended using broken local fieldstone for the new roadbed and gravel for the shoulders (Figure 8) (Dietrich-Smith, 2005: 63).

In 1898, Edwin Bacon mentioned the new state highway in his book "Walks and Rides in the Country Roundabout Boston." He described it as "a pleasant road" and suggested it was an appropriate route for a "bicycle run." His text also mentioned several historic sites along the road including Meriam's Corner, the Hayward Well, and the Bluff (Dietrich-Smith, 2005: 64).

By the 1870s, a steady migration of Bostonians began purchasing agricultural fields and pastures within the towns bordering the Battle Road, converting them into large estates. The wealthy landowners spent their summers in the countryside, commuting daily to Boston by rail or along improved roads, and returning to their urban homes during the winter. By the late 1800s, middle-income Boston merchants and businessmen began purchasing agricultural land within the present-day Battle Road Unit for smaller homes, and the construction of grand summer estates declined. As

permanent residences, they commuted daily to and from Boston, primarily by train. By 1880, Lexington had five passenger stations, and by the late 1800s nineteen trains passed daily through Concord and Lincoln - the fastest traveling to Boston in only thirty-two minutes from Concord. In the 1880s, Boston commuters owned at least two eighteenth-century homes along the Battle Road. Frank Smith occupied the Stow-Hardy farm, which he called “Elm Farm.” In addition to working in Boston, Smith raised and sold fancy livestock. A Mr. Tuttle occupied the George Minot farm. Tuttle, a trader in Boston, reportedly was building new outbuildings on his farmstead in 1885 (Dietrich-Smith, 2005: 65).

Lexington was the first town within the present-day Battle Road Unit to physically commemorate the opening events of the Revolutionary War. In 1799, the town erected a monument in the center of town commemorating the early morning skirmish on the Lexington Green. About thirty-five years later, Concord constructed a monument commemorating the battle at the North Bridge at the site of the bridge, and followed with a second monument and a commemorative bridge in the 1870s (Dietrich-Smith, 2005: 66).

In 1885, as part of a larger recognition of historic sites in Lexington, the town placed two memorial stones within the present-day Battle Road Unit, one known today as the Bluff Monument, and the other as the Hayward Well Monument. Both of the stones were rough-cut granite with gilded inscribed lettering. The town placed the Bluff Monument at the base of Fiske Hill near the site of the old Viles Tavern (junction of Route 2A and Marrett Street). The monument marked the location of the eighth and final skirmish along the road within the present-day Battle Road Unit. The Hayward Well Monument was placed within a stone wall in front of Samuel Dudley’s house (Ebenezer Fiske house) near a well where a colonist and a British soldier reportedly simultaneously fired upon each other – both were killed (Figure 9) (Dietrich-Smith, 2005: 66).

In 1885, as part of its 250th anniversary celebration, Concord inset a granite monument within a stone wall at Meriam’s Corner at the western end of the present-day Battle Road Unit, owned by Thomas and Rose Burke. The monument, which marked the starting point of the running battle, was one of seven placed at historic sites within the town. Through a legal agreement with the Burkes, Concord retained ownership of the monument, known today as the Meriam’s Corner Monument, and assumed responsibility for its maintenance (Figure 10) (Dietrich-Smith, 2005: 67).

The last commemorative monument placed along the road within the present-day Battle Road Unit was erected by the town of Lincoln in 1899. The large Quincy granite monument with bronze tablet, known today as the Paul Revere Capture Marker, was inset within a stone wall at the approximate location where Paul Revere was captured in the early hours of April 19, 1775. The location chosen for the monument was based on local tradition and the recommendations of a committee lead by a ‘local authority.’ After examining the terrain and noting subtle changes in the road alignment since 1775, the committee was determined it had found the location of the capture site, within a few yards (Dietrich-Smith, 2005: 67).

The monuments and yearly celebrations marking the anniversary of April 19, 1775 drew tourists to the Lexington Green, the North Bridge, and to the Battle Road. The first anniversary celebration occurred in Lexington a year after the battle, and the first known celebration in Concord occurred in 1824. Beginning in 1825, the fiftieth anniversary of the battle, both Lexington and Concord held large celebrations every twenty-five years. Construction of railroad lines within both towns elevated the 1850 and the 1875 celebrations to regional events (Dietrich-Smith, 2005: 69).

Also enticing tourists to the battlegrounds were articles printed in newspapers, magazines, and guidebooks that described the battle sites and their significance. In 1874, Samuel Adams Drake described the road in his “Historic Fields and Mansions of Middlesex:”

"The road over which the troops marched and retreated is in some places disused, except for the accommodation of the neighboring farm-houses. Fiske’s Hill, a high eminence a mile and a third from Lexington, is now avoided all together. Another segment of the old highway, grass-grown and roughened by the washings of many winters, enters the main road at an abandoned lime-kiln before you reach Brooks Tavern. In this vicinity was one of the severest actions of the 19th of April was

fought."

In his 1885 guidebook “Concord, Historic, Literary and Picturesque,” Concord resident and author George B. Bartlett notes tourist traffic on the Battle Road:

"Many tourists in barges [large tourist carriages] and on foot take the great road [from Concord] to Lexington if they wish to follow the track of the flying British. The citizens of Lexington have marked the most important places with descriptive tablets, showing where the enemy tried in vain to make a stand, and the well [Hayward Well] at which each one of the combatants fell in single combat."

A description of the Battle Road was included the article “An Historic American Road” that appeared in the “Cambridge Tribune” in 1891:

"The road mounts and descends through a thickly wooded country, which probably has not materially altered in appearance during the past century. Gradually the houses increase in number [from east to west]: We pass Fiske’s Hill, the site of the Brooks Tavern, the Merriam House . . . at all of which points there was either actual fighting or exchange of shots . . . and descend into the pleasant but, we should imagine, exceedingly dull old town of Concord."

While the article quoted above is probably accurate in its general description of the landscape, it inaccurately states the landscape had not been “materially altered in appearance during the past century.” In fact, the landscape had dramatically changed. The open, agricultural landscape of 1775 was significantly reduced in size by the end of the 1890s, as pastureland decreased due to the import of inexpensive hay from the Midwest, as farmers left New England to establish more profitable farms in the Midwest, and as those that remained condensed their farms onto the most workable, fertile soils (Dietrich-Smith, 2005: 71).

Other, more subtle changes would have included the four commemorative monuments placed along the Battle Road, increased acreage of fancy fruit orchards (apples and peaches) and expanded field production of small fruits (strawberries, grapes, etc.) and vegetables (asparagus, cucumbers, potatoes, etc.). Similar features to both the early 1800s and the latter half of the century would have included houses, barns, outbuildings, stone walls, fences, and dairy cattle (Dietrich-Smith, 2005: 71).

The sophisticated construction of the new state highway (that included large sections of the Battle Road) provided more efficient travel to and from Boston and allowed for more pleasurable use. Turn-of-the-century travelers would have included farmers hauling produce to market, tourists in carriages and omnibuses, bicyclists, and the occasional wealthy estate owner driving a motor car. The two large bends in the Battle Road by-passed in the early 1800s continued to serve as secondary roads (Dietrich-Smith, 2005: 71).

Figure 28



Figure 6. Map of the Battle Road Unit depicting the locations of road alterations as completed by the Towns of Lincoln, Lexington, and Concord, 1802 to c. 1806 (Dietrich-Smith, 2005: 49).



Figure 7. Samuel Hartwell farm (former Noah Brooks property) c. 1883-1907. Battle Road in the foreground and Charles Sawyer (former Job Brooks property) entrance drive at bottom of image (Hosmer Photographic Collection, Concord Free Public Library).



Figure 8. View west of the state highway, c. 1899. Field on the right side of the road is the approximate location where Paul Revere was captured in April 1775 ("Historic Mansions and Highways around Boston," 1899).



Figure 9. Hayward Well Monument inset in stone wall in front of Ebenezer Fiske house c. late 1800s, when occupied by the Neville family. The Battle Road in foreground (Photographic copy located in the Park's Library, location of original is unknown).



Figure 10. View northeast of Meriam's Corner Monument, c. late 1800s. The Meriam house in background, the Battle Road in foreground, and Billerica Road (Old Bedford Road) at left (Hosmer Photographic Collection, III.147, Concord Free Public Library).

SUBURBANIZATION OF THE BATTLEGROUND LANDSCAPE (1900 – 1958)

Just as railroads had in the nineteenth century, increasing automobile traffic in the early twentieth century changed the landscape along the Battle Road, although far more dramatically. The advent of the automobile necessitated smoother, straighter roads able to accommodate higher speeds. Automobiles and better roads shortened travel time between Boston and the communities along the Battle Road, which in turn attracted more residential and business development, and more tourism, to the battleground. As land changed hands, remaining farmers, some descendents of the earliest settlers, struggled to adapt to the new agricultural environment, and to new neighbors (Dietrich-Smith, 2005: 77).

Pre-World War II Landscape (1900 – 1942):
Although the configuration and proliferation of individual landscape features had changed since the 1600s, the type of features present in the early 1900s and the character of the agricultural landscape closely resembled that of earlier centuries. However, by the 1940s, dramatic changes would occur. Intermixed between the historic farm houses and buildings, fields, stone walls, and orchards were modern residences, paved roads, roadside stands, tourist booths, and gasoline pumps (Dietrich-Smith, 2005: 77).

The late nineteenth-century trend toward fewer farms on more compact acreage continued into the early twentieth century. Although dairy farming had passed its nineteenth-century peak and agricultural production in Massachusetts was generally declining, farmers along the Battle Road continued to profitably sell their milk and produce to the urban markets, and at the same time began locally marketing fruits and vegetables at roadside stands (Dietrich-Smith, 2005: 77).

In the early 1900s, the Nelson family (John Nelson house) ran a dairy, grew corn and tomatoes, and managed a large apple orchard. The family transported their produce to Boston– first by horse and wagon, and then around 1916 by truck. Although their farm included most of its original acreage, much of it had reverted to woodland. Around 1920, the family began to sell produce at a roadside stand. They reportedly engaged in a significant amount of business to passing motorists in the fall (Dietrich-Smith, 2005: 77).

The popularity of 'motor touring' provided an increasing customer base for the roadside stands. As an example of their profitability, a 1933 highway layout map (turnpike cut-off) depicts five roadside stands along the Battle Road within a one-fifth mile segment - the most easterly stood directly in front of the Samuel Brooks house (Figure 11) (Dietrich-Smith, 2005: 77).

Compared to 1880, when nearly one hundred percent of the landowners within the present-day Battle Road Unit were identified as farmers on U.S. Census, only about 67% were identified as farmers on the 1930 U.S. Census. Another significant change was increased ethnic diversity. The 1930 U.S. Census reported that in addition to Irish and Canadian immigrants listed on the 1880 census, families within the Battle Road Unit originated from Germany, Italy, Sweden, Portugal, Russia, Poland, Armenia, and Holland. Many of these families, as well as second generation Scottish, Irish, German and Canadian families, owned and operated the farms and roadside stands. Agricultural professions reported on the 1930 census included general farmer; truck farmer; roadside stand proprietor, manager, laborer, and salesgirl; fruit and market farmer; dairy farmer; and hatchery manager (Dietrich-Smith, 2005: 78).

The Palumbo's settled in 1926 on land historically owned by the Meriam family, just east of Meriam's Corner. The family lived in the Second East Quarter School, converted into a residence by James Burke (the former owner) in 1903. According to Joe Palumbo, who grew up on the farm, his father purchased the land because it was "dirt cheap." The land had not been cultivated for years, and the fields were overgrown with trees and brush. Initially the family produced food for themselves and a little extra to sell in a stand along the road, later they transported produce to Boston, including the wholesale market at Faneuil Hall (Dietrich-Smith 2005: 78).

The 1930 U.S. Census also reported about twice as many households within the present-day Battle Road Unit compared to the 1880 census, and about 33% of all property owners/renters (husband and/or wife) were employed in non-agricultural businesses. Among the professions represented in 1930 within the present-day Battle Road Unit were carpenter, electrician, mason contractor, and building painter – professions that supported development of the residential landscape. Additional non-agricultural professions recorded in the census included aviator, light plant grounds man, telephone operator, druggist, chef, restaurant proprietor, secretary, teacher, salesman, janitor, pressman, prison officer, landscape gardener, truck driver (road construction), insurance agent, florist (nursery), and roadside stand cook (Dietrich-Smith, 2005: 79).

The growth of non-agricultural jobs and the consolidation of farming onto smaller acreage provided excess land for residential construction. The land within the present-day Battle Road Unit was among the most desirable, given its short commuting distance to Boston. Over half of the new house construction between 1924 and 1940 occurred along the portion of the c. 1804 by-passed section of the Battle Road leading to the Hartwell Tavern and within a twenty-five acre parcel on the north side of the road at Fiske Hill (Dietrich-Smith, 2005: 79).

The state highway (Route 2A), which included a significant portion of the nineteenth-century North Great Road and a large portion of the colonial Battle Road, remained the major east-west route connecting Concord to the coastline. The section of the Battle Road around Fiske Hill remained a county highway, and as such was altered twice in the early 1900s. In c. 1907, Middlesex County realigned the road around Fiske Hill. The road was widened in several places, which required removal of several sections of stone wall and a portion of the Bluff and Fiske Hill. A more dramatic realignment occurred in 1930, when the county obliterated most of the pre-1907 alignment and the 1907 realignment. Construction of the new road occurred primarily south of the old bed, although it connected with the historic route at several locations and crossed it once. Numerous sections of fence and a significant portion of Fiske Hill were removed during the realignment, as well as a portion of the Bluff. The new wide-curve provided safer passage for automobiles (Dietrich-Smith, 2005: 79).

Between 1924 and 1940, a number of new secondary and private roads leading to residential properties were constructed, included Shady Side Lane (Concord), Sunnyside Lane (Lincoln), Alpine Street (Lexington), and Bonair and Fairview Avenue (Lexington). Also constructed during this period was a by-pass road that diverted traffic from the North Great Road (known today as State Route 2A) to the Concord Turnpike (Route 2). Constructed just west of the Brooks Road in c. 1933-1935, the

by-pass cut directly through the John Primack farm (Dietrich-Smith, 2005: 81).

During this period, an increasing number of tourists experienced the battle road from sightseeing busses. Many others would have arrived on their own by earlier modes such as train or buggy, or increasingly by automobile. In addition to roadside stands, a number of small businesses along the road supported tourism. Among these were vending stands, small roadside restaurants, resting rooms, and gas stations (Dietrich-Smith, 2005: 82).

One of the most photographed sites along the road was Meriam's Corner and the Meriam's Corner Monument. In 1903, the Burke family removed a portion of the stone wall surrounding the Meriam's Corner Monument, at the intersection of Lexington and Bedford Roads and re-used the stones to construction the foundation of a new house (Burke House) (Dietrich-Smith, 2005: 82).

By the turn-of-the-twentieth century, as modern improvements began replacing historic homes and obliterating historic sites, thoughts of preservation emerged. In the forward to his book "Historic Mansions and Highways around Boston," (1899) historian Samuel Adams Drake wrote:

". . . we, of this generation, can for little concept of the value which every visible token of our ancestors, however humble, will have for those who shall come after us. . . we, of today, are but the passing custodians of all those visible and authentic memorials which Time and Progress have yet spared to us."

In October 1924, a nine-person commission appointed by Massachusetts Governor Channing H. Cox recommended the commonwealth establish a "permanent memorial" honoring the 150th Anniversary of the American Revolution. Originally organized to recommend a program for the 150th Anniversary, the commission decided that responsibility for celebrations of a "temporary nature" should remain within the towns and cities where the significant events of the war occurred. By early December 1924, the commission had consulted Landscape Architect Arthur Shurtleff (later known as Arthur Shurcliff), and later that month Shurtleff and commission member James S. Smith traveled to Concord, Lincoln, and Lexington to examine sites along the Battle Road for a proposed Memorial Highway (Dietrich-Smith, 2005: 83-84).

In the 1920s, Arthur Shurtleff served as a town planning advisor to both Concord and Lexington, as well as to many other towns and cities in the Boston metropolitan area. Earlier in his career, Shurcleff was employed at the office of Fredrick Law Olmsted Jr. in Brookline, Massachusetts. While at the Olmsted office, Shurtleff assisted Olmsted in founding the country's first four-year landscape architecture program at Harvard University, where he also taught until 1906. In 1904, Shurtleff opened his own office in Boston. In addition to advising local municipalities, Shurtleff's early work included highway studies for the Boston Metropolitan Improvement Commission and the Massachusetts State Highway Commission, and industrial community designs in Bemis, Tennessee, and Hopedale, Massachusetts (Dietrich-Smith, 2005: 84).

In his January 1925 report to the Commission on the One Hundred Fiftieth Anniversary of the American Revolution, Arthur Shurtleff noted that significant landscape changes had occurred along the Battle Road since the early 1900s. Reflecting back to the early 1900s landscape, Shurtleff stated:

"Many of the dwellings of the Revolution still remained, and the roadside walls, trees, open fields, and woodlands were also essentially unchanged. The narrow winding gravel road bed retained its original character . . . and a great number of other important topographical features which marked the memorable events of the march could be seen in approximately their original state."

In contrast, Shurtleff described the 1925 landscape:

"During the past decade changes have taken place which have transformed a large part of the roadside [Battle Road] and many of its nearby landscapes to such an extent that visitors cannot review the ancient line of march and the sites of the local conflicts with a clear picture of the conditions which surrounded those events.. . . in the less thickly settled portions of Lexington, Lincoln,

and Concord, modern dwellings are increasing in number, and naturally enough these structures distract attention from historic houses and at the same time interfere to a certain degree with a view of the fields, pastures and woods of the skirmish lines. Roadside shrubbery, trees and stone walls have been removed in places."

Shurtleff concluded that although a large portion of the roadbed had been widened, straightened, evened and surfaced with “bituminous macadam,” significantly altering its historic character, “the opportunity to preserve nearly two miles of the original line of march essentially in its original condition still [remained].” The area Shurtleff recommended for preservation included the two bends in the Battle Road by-passed in the early 1800s (Hartwell and Nelson farm areas) and a third small bend bordering Hastings Park in Lexington (not within the Battle Road Unit). He stated these areas “detoured in the construction of the modern straight road” had “escaped the modernizing influences which [had] transformed so large a part of the line of march” (Figure 12) (Dietrich-Smith, 2005: 84-85).

In addition to preserving the three sections of the Battle Road, Shurtleff recommended acquisition of four hundred feet on each side of the road “for the preservation of the roadsides and the landmarks of the nearest fields and stretches of woodland.” On a grander scale, Shurtleff suggested acquisition of additional acreage, surrounding and connecting the two by-passed bends within the present-day Battle Road Unit. He noted that a larger “taking” could provide “protective backgrounds,” additional parking for tourists, and acreage for the construction of additional roads that would “preclude for all time the transformation by widening or by modern paving the ancient line of march.” Despite interest from state and local associations, including the American Society of Landscape Architects, the American Institute of Architects, the State Highway Commission, as well as the towns of Concord and Lexington, the Memorial Highway was never established (Dietrich-Smith, 2005: 85-86).

In 1941, sixteen years after the failed attempt to preserve portions of the Battle Road landscape, the National Park Service, in cooperation with the Massachusetts Planning Board, recommended federal acquisition and development of several historic sites in Massachusetts, including preservation of the Concord battleground (North Bridge) as a national historic site monument. The two agencies, in a joint report titled “Park, Parkway and Recreational Area Study,” identified eight deficiencies in the State’s recreational system, including a need to preserve outstanding historic sites. The report listed Lexington and Concord among the state’s principal points of historic interest because of their role during the opening day of the Revolutionary War. Although the report did not directly lead to designation of the battleground (North Bridge), it may have influenced the federal government’s later decision to designate the Concord battleground (North Bridge) and the Battle Road landscape as a national historical park (Dietrich-Smith, 2005: 89).

In 1941, construction of the Laurence G. Hanscom Airfield began, bordering the present-day Battle Road Unit, north of the Hartwell Tavern. Conceived to support national defense and to serve as a secondary regional airport outside of the coastline fog belt, the airport served as a training ground for Army Air Force squadrons during the war (Dietrich-Smith, 2005: 89).

The advent of the automobile and its increasing popularity brought associated changes within the present-day Battle Road Unit. Able to travel longer distances in less time, urban dwellers purchased lots on former agricultural fields and built suburban residences. The speed of travel also brought tourists from further distances, increasing the amount of visitors traveling to the site. Persistent farmers, many of whom were first and second generation immigrants, took advantage of the automobile traffic by constructing roadside stands to sell their produce. While the automobile did not completely replace the horse and wagon, by the 1940s the primary mode of transportation on Route 2A would have been the automobile. Accompanying changes included new roads leading to modern houses with groomed landscapes, abandoned farm fields reverting to woodlands, and an increasing number of commercial businesses along Route 2A, including gas stations, restaurants, offices, and a motel. Overhead, airplanes flew above the corridor in route to Logan Airport (then known as the Commonwealth Airport) or to the Laurence G. Hanscom Airfield (Dietrich-Smith, 2005: 89).

Post-World War II Landscape (1942 – 1958):
Modernization within the present-day Battle Road Unit accelerated after World War II. As had

continually occurred since the earliest settlement, improved transportation drove the change. More automobiles allowed more urban dwellers to move into the countryside, and the growing population required new homes and more commercial services. Development within the historic corridor proceeded unchecked until a proposed Air Force housing development threatened two significant Revolutionary War sites along the north side of the Battle Road (Nelson farm area). Under the direction of a federally appointed commission charged with preserving Revolutionary sites in the Boston area, the federal government preserved the two sites by designating an eight-acre parcel along the north side of the road as a national historic site (Dietrich-Smith, 2005: 90).

After the war, the Laurence G. Hanscom Airfield developed into a research center for military electronics, especially radar. In 1946 the Massachusetts Department of Works constructed a road from Route 2A to the Hanscom Air Force Base. Known as Airport Road, the road cut through the historic Bull Tavern site and across the Battle Road between the Thomas and Tabitha Nelson house sites (Dietrich-Smith, 2005: 90).

Residential construction that had virtually ceased during World War II accelerated after the war. A growing workforce at the Hanscom Airfield and a regional need for suburban housing continued to transform former agricultural fields along the Battle Road into residential lots, a trend that had begun earlier in the century. Accompanying the new houses were groomed lawns and ornamental plantings. Also expanding were the types and numbers of commercial businesses within the corridor. These commercial landscapes included a variety of features such as parking lots, sidewalks, signs, and gas pumps (Dietrich-Smith, 2005: 92).

In the midst of increasing suburban development, immigrant families continued to successfully farm land within the present-day Battle Road Unit. The Palumbo family, who first settled in Concord along the Battle Road in the 1920s, farmed property near Meriam's Corner. After World War II, their farm operation shifted from semi-subsistence to commercial production through mechanization and by leasing additional fields. Parsnips and carrots were the primary crops grown on the farm in the late 1950s. In 1946, the Nowalk family from Poland purchased the Farwell Jones farm in Concord, then known as Maplewood Farm. The family operated a dairy and grew crops including sweet corn, potatoes, and strawberries that they sold at a roadside stand. Other agricultural businesses known to have existed in the late 1950s included greenhouses, poultry farms, and a tree nursery (Dietrich-Smith, 2005: 94).

In the early 1950s, the federal government completed construction of Interstate 128, the first limited access highway in Massachusetts. The highway provided for the first time high-speed access around greater Boston's most congested districts. Along with safer, more comfortable cars and inexpensive gasoline, the convenience and speed of Interstate 128 contributed to the spread of suburban residential development within the present-day Battle Road Unit. And because the interstate exited onto Route 2A, it channeled automobiles onto Route 2A, congesting the roadway during the weekday morning and afternoon commutes (Dietrich-Smith, 2005: 95).

In 1955, the federal government created the Boston National Historic Sites Commission (BNHSC) for the purpose of:

". . . investigating the feasibility of establishing a coordinated program in which the Federal Government may cooperate with local and State patriotic societies for the preservation and appreciation by the public of the most important of the Colonial and Revolutionary properties in Boston and the general vicinity thereof which form outstanding examples of America's historical heritage." Public Law 75 – 84th Congress – Chapter 144 – 1st Session – S. J. Res. 6.

Local politicians supported the bill, recognizing the need for preservation and planning in anticipation of the Bicentennial celebration of the battle in 1975 and of the Declaration of Independence in 1976. Commission members included businessmen, historians, politicians, and Conrad Wirth, Director of the National Park Service. As part of its comprehensive study of the colonial and Revolutionary sites in the Boston area, the BNHSC identified the entire Battle Road from Boston to Concord as significant, however, it indicated that Route 128, which severed the road just east of Fiske Hill, was the dividing line between the retrievable and irretrievable past." Despite twentieth-century changes,

the commission considered land within the present-day Battle Road Unit worthy of preservation (Dietrich-Smith, 2005: 95; Interim Report, 1958: 13).

In 1956 the BNHSC contacted Landscape Architect Arthur Shurcliff (formerly known as Arthur Shurtleff), who had completed the plan and report for the Commission on the One Hundred Fiftieth Anniversary of the American Revolution, to discuss his 1925 plan and to solicit his opinion regarding their study. In a letter to BNHSC Shurcliff stated:

"Even more today than in the days of 1925 the need to make a sufficient number of such intervening incidents has become essential. Why today? – because rapid changes in the Roadside appearance are now beginning to engulf and blot out many of the most important landmarks." (Shurcliff to BNHSC, 1956)

Shurcliff proposed “preservation of considerable mileage of The Road from Fiske Hill toward Concord,” and suggested that the cost of land taking would not be excessive since “much of the bordering land is fortunately undeveloped.” He made specific recommendations for the Fiske Hill and Bluff areas, including construction of “old fashioned country walls and fences,” preservation of great boulders that had served as breastworks, removal of modern dwellings, provisions for parking, acquisition of enough land to “give a setting sufficiently wide to prevent modern developments from overwhelming the old landscape” (Shurcliff to BNHSC, 1956).

In 1955, the Air Force developed plans for 670 military housing units to be constructed on 185 acres of land in Lincoln, just north of the Battle Road near the site of the Josiah Nelson farmstead. In January 1957, the BNHSC met with the Air Force, to discuss the proposed housing project. The commission expressed concern that development, as planned, would obliterate the site of Josiah Nelson’s dooryard, where a Regular from a British scouting party struck Nelson on the head with a sword the night of April 18, 1775 before he rode north to notify the town of Bedford that the British were advancing. The development would also stand within yards of a large boulder (Minute Man Boulder) from behind which a colonist fired upon and killed two retreating British Regulars on April 19, 1775. A month earlier, the BNHSC had written George F. Hines, Special Representative of the Commonwealth of Massachusetts, requesting preservation of these sites located within an eight-acre parcel (1,360 feet by 250 feet) situated between the proposed housing development and the Battle Road (Figure 13) (Dietrich-Smith, 2005: 96).

The Air Force expressed concern that the project had proceeded too far and that relinquishing the eight- acre parcel would necessitate re-locating thirty to forty houses. Over the next several months, the Air Force offered two compromise proposals, but both were rejected by the BNHSC. The first offer proposed placing a fence and landscaping around the Minute Man Boulder, permanently memorializing the site, and the second offer proposed relocating the planned housing units eighty to one hundred feet behind the boulder (Dietrich-Smith, 2005: 96).

In May 1957, the Air Force announced the number of proposed housing units at Hanscom Field would be reduced from 670 to 447 units, citing a reanalysis of housing needs and economic factors as the reason for its reduced plan. As constructed, the Air Force housing development included 395 units and an entrance road from the Battle Road (Nelson Road) to the housing development (Figure 14). During the same month, the Under-Secretary of the Interior requests transfer of the eight-acre parcel to the Department of the Interior (Dietrich-Smith, 2005: 96).

The BNHSC completed an interim report June 1958. The report contained several broad recommendations including establishment of a national historical park, to be known as “Minute Man.” The proposed park would include “a continuous four-mile stretch of the historic route [Battle Road] and adjoining properties,” from Route 128 in Lexington to Meriam’s Corner, and would include the eight-acre Air Force parcel scheduled for transfer to the Department of the Interior.

The commission also recommended inclusion of a separate parcel, adjacent to Concord’s North Bridge, within the proposed national historical park. Other broad BNHSC recommendations included placing a uniform system of historical markers along the entire Battle Road from Boston to Concord to “adequately and properly” mark sites significant to the American Revolution and formation of

cooperative agreements with local governments and societies in order to “mutually benefit and safeguard” historic properties of national significance. The report proposed that administration of Concord’s North Bridge would fall under such an agreement (Interim Report, 1958: 4-6, 13, 15).

The BNHSC report stated preservation of the Battle Road corridor would afford “the very last opportunity to regain and pass on to future generations any appreciable and meaningful segment of the setting and environment in which the War for American Independence was born.” Looking towards the bicentennial anniversary of the April 19th battle, the BNHSC stated there could be no contribution that “would pay a more appropriate, reverent and lasting homage to the past . . . afford a more inspiring, sagacious and rewarding example of planning and accomplishment for the future” than the preservation of the Battle Road corridor. The BNHSC supported its argument by comparing the significance of the April 19, 1775 battleground to that of established Revolutionary national historical parks, stating the proposed Minute Man National Historical Park, the birthplace of the American Revolution, was equally as significant as Saratoga National Historical Park that commemorated the turning point in the war, and Colonial National Historical Park at Yorktown, that marked the successful conclusion of warfare on land. The report also called attention to the significant number of tourists who made “patriot pilgrimages to the Greater Boston area” from all parts of the country, and stated that many tourists were struck by the inadequate attention and treatment given to sites associated with the American Revolution. Included in the report was a letter submitted to the Boston Sunday Globe, by a recent tourist, who, among other complaints stated: “Is that tiny area all the space in Lexington and Concord you have to spare to commemorate the epic events that occurred there? Has the world forgotten?” (Interim Report, 1958: 19).

On December 8, 1958, the Department of the Interior gained possession of the eight-acre parcel adjacent to the Minute Man Boulder and on April 19, 1959, the 184th anniversary of the Battle, the federal government officially designated it as a national historic site (Dietrich-Smith, 2005: 100).

By the late 1950s, Route 2A was a fast-paced commuter road congested with modern homes and businesses. Intermixed with the new development were remnants of the past: stone walls, nineteenth century orchards, barns and farm stands, and colonial homes. Some of these features were still in use while others had been abandoned or seriously neglected. Only land with the most fertile soil remained under agricultural production. Agricultural fields no longer under production reverted to huckleberries and pines, meadows grew up in purple loosestrife and swamp maples, and land surrounding new residences grew into woodlands of red maple, white pine, red oak, and ash (Dietrich-Smith, 2005: 100).



Figure 11. View northwest of the roadside farm stand in front of the Paine farm (formerly Samuel Brooks property) in 1934 (Concord Department of Public Works, August 5, 1934, Concord Free Public Library).



Figure 12. View of Battle Road looking towards Bloody Angle, c. 1930. One of the sections of the Battle Road Arthur Shurcliff recommended for preservation ("Heroes of the Battle," 1930).

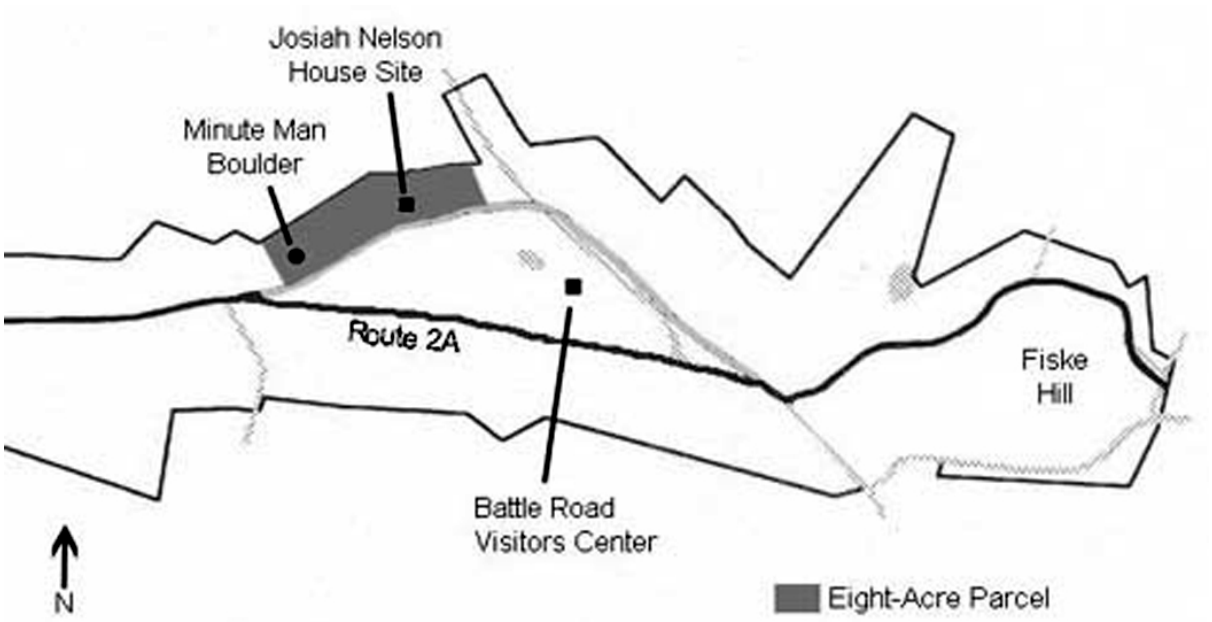


Figure 13. Map of the eight-acre site the BNHSC recommended for preservation (Dietrich-Smith, 2005: 96).



Figure 14. Aerial view northwest of the U.S. Air Force housing development during construction, November 12, 1958. John Nelson house at bottom, between Route 2A and Battle Road/Nelson Road (Base Photo Lab, Hanscom Air Force Base History Office).

NATIONAL PARK SERVICE PERIOD (1959 – Present)

On January 21, 1959, the Boston National Historic Sites Commission submitted the Commission's Interim Report (completed in June 1958) to Congress. In a cover letter accompanying the report, Department of Interior Secretary Fred A. Seaton stated:

"Transformation and change, in the form of both suburban growth and defense activities, are proceeding at a pace which the commission considers alarming, and the commission believes it is important that a permanent plan and feasible solution to the problem of the Battle road be presented for consideration without delay."

On September 27, 1959, Public Law 86-321 established Minute Man National Historical Park (NHP). The park boundary included the eight-acre parcel designated as a national historic site six months earlier. The enabling legislation stipulated that the Secretary of Interior could designate no more than 750 acres within the area defined in the Interim Report along the Battle Road and around the North Bridge (Figure 15). A maximum of five million dollars was authorized for land acquisition and three million dollars for park development. The legislation specified that Minute Man NHP was created "in order to preserve for the benefit of the American people certain historic structures and properties of outstanding national significance associated with the opening War of the American Revolution." The park opened to the public in 1960 (Dietrich-Smith, 2005: 105).

Public Law 86-321 also specified establishment of the Minute Man National Historical Park Advisory Commission, the first commission of this type mandated by Congress. For the next fifteen years, the Commission coordinated park planning and land acquisition, and facilitated communications between neighboring towns and the park (Dietrich-Smith, 2005: 105).

Development of Minute Man NHP presented an unprecedented challenge for the Minute Man National Historical Park Advisory Commission and for the National Park Service. Earlier national parks were generally established on land already owned by federal or local governments or by an organization, and were generally sparsely populated, if populated at all. Land identified for inclusion in Minute Man NHP was located in a long-settled area on the fringe of Metropolitan Boston, bordered to the north by a growing airfield and bisected by well-traveled roads. Assemblage of the National Park necessitated the acquisition of hundreds of small tracts from individual owners (Dietrich-Smith, 2005: 106).

The park's first formal boundary study was completed in 1960. The report delineated minimum park boundaries (within the 750-acre limit) that would provide maximum protection to the area's historic integrity. The report concluded that the amount of land necessary for the development and interpretation of the park was evident, what was not clear was how the park could adapt their proposals to the planning needs of the region and at the same time satisfy National Park Service planning standards. The boundaries recommended in 1960 were restudied and revised in 1962. In addition to recommending new park boundaries, the boundary study recommended, as the Boston National Historic Site Commission's Interim Report had several years before, removing through traffic from the Battle Road and rerouting it south of the park, via the proposed relocation of Route 2 (Dietrich-Smith, 2005: 106).

By June 1964, the park had acquired one-third of the land designated in the proposed boundaries and by November 1965 sixty buildings. Most of the vacated lands were leased to local farmers or allowed to revert to second growth woodlands. By 1976, the National Park Service owned 656 acres of the original 1959 land acquisition ceiling of 750 acres. Of the remaining acreage, fifty acres were located along Route 2A, twenty-nine acres were under option for NPS purchase, and fifteen acres were still under private ownership (Dietrich-Smith, 2005: 106).

In the early to mid-1960s, a number of buildings and landscapes were researched and documented to give park staff a basic understanding of the historic properties and to serve as a foundation for preparation of the park's first Master Plan. Specific goals included establishment of 1775 land ownership and the identification and documentation of historic houses, house sites, and landscape features. Types of reports completed included historic structure reports, historic grounds reports, archeological studies, and Historic American Building Survey (HABS) documentation of historic buildings. Among the earliest properties researched were the Josiah Nelson, Jacob Whittemore, Job Brooks, and Ebenezer Fiske properties. Additional properties researched during the 1960s and 1970s included the David Fiske, the Samuel and Ephraim Hartwell, the Josiah, Thomas Jr., and Thomas Sr. Nelson, the Stow-Hardy, the Farwell Jones, and the George Minot properties (Dietrich-

Smith, 2005: 106-107).

The Master Plan was formally adopted in 1966. The plan reiterated, in more specific terms, the purpose of the park as stated in the 1959-enabling act:

"The purpose of Minute Man National Historical Park is to consolidate and bring into focus retrieved and yet retrievable portions of the Lexington-Concord Battle Road and associated structures, properties and sites so that the visitor may better appreciate and understand the beginning of the War of the American Revolution." (Master Plan, 1965: 2)

The plan specified rehabilitation of the 1775 historic scene, including stabilization, limited restoration, and selected reconstruction of period structures and related outbuildings, along with other historic manmade features including stone walls, fences, farm paths, and public ways where appropriate. It also stated that authenticated cellar holes, ruins, and missing buildings should be uncovered, stabilized, and preserved, and that historic farmstead vegetation should be planted around these home sites to suggest the historic setting (Dietrich-Smith, 2005: 107).

An important component of the plan was the treatment of vegetation along the Battle Road. The plan specified demarcation of woodlands, pastures, croplands, and orchards was essential to suggest the historic scene. Also necessary was the removal of intrusive non-historic structures and features, except where desirable for park operations. It also recommended reclamation of residential landscapes, borrow pits, construction scars, and the dumpsite at Folly Pond (Dietrich-Smith, 2005: 107).

To evoke the 1775 landscape, the master plan, as had the earlier boundary studies, called for the relocation of Route 2A. By providing an alternate route for through traffic, the new road would allow the separation of local and park traffic; allow for the proper restoration and treatment of selected portions of the Battle Road as pedestrian ways; and permit the closing of local feeder roads that lead into existing Route 2A (Dietrich-Smith, 2005: 107).

In 1968, the NPS Office of Resource Planning in Philadelphia prepared a special study building upon objectives of the 1965 master plan. The plan identified buildings and structures within the park boundary to be retained, removed, or demolished, and it explored the establishment of historic motor trails within the park (Dietrich-Smith, 2005: 108).

At the time of this study, the park owned six historic buildings: the Jacob Whittemore house; the Hartwell Tavern; the Samuel, Joshua, and Job Brooks houses and the Daniel Taylor house (Gowing-Clark house). It also owned fifty-seven non-historic buildings and structures, which included barns, outbuildings, farm stands, residences, garages, and the Buttrick Ice Cream restaurant. Historic buildings identified for future acquisition included the John Nelson house, the Captain William Smith house, Noah Brooks Tavern, the Widow Olive Stow house (Stow-Hardy house), the Farwell Jones house, the Meriam house, and the Minot-Perry house (George Hall house), all of which a have since been acquired. Non-historic buildings and structures to be acquired included a veterinarian hospital, an automotive dealership garage, restaurants, residences, garages, barns, outbuildings, and farm stands. Although most of late-nineteenth century/twentieth-century buildings and structures were removed as recommended in the report, a few remain. Among these are nineteenth and twentieth-century agricultural buildings and structures located on the Albano and Nowalk (Farwell Jones) farms (Dietrich-Smith, 2005: 108).

The report recommended routing the historic motor trail along Route 2A and then looping traffic from Route 2A through the by-passed section of the Battle Road passing through the historic Nelson farms (Nelson Road & Marrett Street) back onto Route 2A. Traffic from the two other portions of the Battle Road separate from Route 2A (Hartwell farm area and Fiske Hill) would be eliminated and only foot traffic permitted. As planned, the blacktopped surfaces of the three road segments would be removed and the roadbeds would be restored to their original grade and surface. Implementation of the motor route as recommended depended upon the relocation of Route 2 (Dietrich-Smith, 2005: 108).

In 1970, Congress enacted H. R. 13934, a bill to amend Public Law 86-321 that had established the park in 1959. The bill authorized relocation of the park's southern boundary in anticipation of Route 2 relocation closer to the park boundary and it raised the amount of money authorized for land acquisition by $5.9 million. The passage of the bill initiated new land acquisitions and further development within the park (Dietrich-Smith, 2005: 108).

Two studies, one previous to the amendment to Public Law 86-321 and one after the amendment passed, looked at alternative locations for Route 2 relocation. In 1965, the Massachusetts Department of Public Works commissioned a Location Study for Route 2 (completed in 1966) and in 1972 the U.S. Department of Transportation commissioned an Environmental/Section 4 (f) Statement. In both of these documents, the basic layout of the proposed re-alignment of Route 2 resembled a realignment negotiated between the Boston National Historic Sites Commission and the Massachusetts Department of Public Works in the late 1950s. Relocation of the road was debated locally and at the state level. Opposition to the relocation of Route 2 cited a lack of committed state highway funds, the expected loss of natural areas, the displacement of families, and the opinion that the roadway was adequate. Those in favor of the proposed realignment stated the new route would meet projected transportation service demands and would divert commuter traffic from Route 2A, which would allow the park to develop the Battle Road Unit according to its 1965 Master Plan. The debate finally ended in 1977, when the state transportation secretary declined construction of the proposed relocated Route 2 (Dietrich-Smith, 2005: 108-109).

In 1970, the NPS completed a Development Concept Plan (DCP) for Fiske Hill, which included plans for a Battle Road Visitor Center in Lexington. Construction of the Battle Road Visitor Center began in August 1974 and dedication occurred on May 8, 1975, a month prior to the bicentennial of the April 19, 1775 running battle. DCPs were also completed during the 1970s for Meriam's Corner, Brooks Tavern, and Old Bedford/Virginia Roads properties. Additional properties were researched in the early 1970s and historic structure reports were completed for historic farms bordering the western end of the Battle Road including the Stow-Hardy, Farwell Jones, and George Hall properties. Landscape management in the mid-1970s included field clearing along the Battle Road (Dietrich-Smith, 2005: 109-110).

Recent Park Planning and Development (1980 – 2007):
Traffic and neighboring development issues present during the initial stages of park planning continued into the 1980s, 1990s, and through today. Several studies and reports completed in the 1980s addressed these issues and set the ground work for the park's first General Management Plan, approved in 1990 (Dietrich-Smith, 2005: 110).

An informational paper titled "Battle Road: Memorial or Arterial?" published and distributed in 1983 by the National Park Service, explored the future of the Battle Road, in response to proposed plans to widen Route 2A to accommodate increased traffic volume. At the time of the report, the National Park Service had spent nearly ten million dollars acquiring land, preserving historic buildings, and removing non-historic homes and residences to enhance the character of the battleground. The paper noted that if traffic on Route 2A was not curtailed the character of the park "may be irrevocably destroyed." (Dietrich-Smith, 2005: 110).

Also completed in 1983 was a comprehensive historic grounds report by historian Joyce Lee Malcolm. Through an extensive review of primary source documents such as tax rolls, wills, and deeds, Malcolm documented and mapped the landscapes of the North Bridge and Battle Road Units as they appeared in 1775. Additional research documents completed since 1980 include historic structure reports, historic grounds reports, and archeological studies on numerous buildings, properties, and archeological sites (Dietrich-Smith, 2005: 110).

In 1985, a landscape architecture design studio from the Harvard Graduate School of Design published a study of alternative development concepts for Minute Man NHP. Three alternatives were presented in the study, each with a varying degree of landscape restoration and all emphasizing the need to minimize visual and audio intrusions within proposed restoration areas. While none of the three alternatives were adopted in full, elements of the proposed plans would appear in the General Management Plan (Dietrich-Smith, 2005: 110).

On July 10, 1990 the General Management Plan (GMP) for Minute Man NHP was approved. The GMP recognized and addressed the increasing volume of commuter traffic on Route 2A and expanding development abutting the park boundary. While the GMP accepted the presence of 2A, relocating traffic from the Battle Road remained a long-term goal (Dietrich-Smith, 2005: 111).

The GMP directed a "selective restoration of the 18th-century environment [to] provide a flavor of the physical conditions on April 19, 1775 without requiring detailed replication of the entire landscape." It opposed widening Route 2A and supported closing to traffic and restoring sections of the Battle Road to their eighteenth-century appearance. Sections proposed for restoration included Old Bedford Road, Virginia Road, Marrett Street, traces of the road on Fiske Hill, and the short segment of original road alignment at Meriam's Corner. To protect the historic setting of the landscape, the plan recommended acquisition of approximately two hundred and fifty acres of additional land to screen visual intrusions. It also recommended development of a plan to guide landscape management, which included selective clearing and restoration of representative orchards, gardens, tilled fields, meadows, pasture, stone walls, and woodlands (Dietrich-Smith, 2005: 112).

The GMP specified the removal of all post-1920s buildings and structures and the relocation of utilities underground. The plan recommended linking together the park's historic resources by a continuous trail system that would aid in interpretation of British and American troop movements during the battle and the socio-economic nature of the area in 1775. According to Thomas Boylston Adams, a direct descendant of John Quincy Adams and a former president of the Massachusetts Historical Society, the park's management plan would allow visitors to "see forgotten sacred spots that have been hidden by natural growth as well as by the processes of modernity." The GMP was amended in March 1991. The revised plan included a number of small changes including a reduction in the number of additional acres requested from two hundred and fifty to two hundred (Dietrich-Smith, 2005: 112).

Implementation of the GMP goals began in the early 1990s and continues today. In 1992, the park's boundaries were expanded and new property acquisitions included fields north of Meriam's Corner that have been continually farmed for over three hundred years. In 1995, construction of the Battle Road Trail began, which today spans the entire length of the Battle Road Unit from Meriam's Corner to Fiske Hill. The trail, designed by Carol R. Johnson Associates, includes segments of the historic Battle Road closed to automobile traffic. Placed along the new trail were a series of granite markers identifying the locations of archeological sites, the approximate locations of British soldier graves, and marked distances to Boston. Additional landscape development included orchard and field restoration, removal of non-historic buildings and structures, construction of visitor parking lots along Route 2A, repositioning and structural enhancement of the Paul Revere Capture Marker, and construction of the Battle Road Trail tunnel under Hanscom Drive (Figures 16 and 17) (Dietrich-Smith, 2005: 112).

The Battle Road landscape has changed dramatically under park management. Since 1960, approximately two hundred non-historic structures have been removed including residences, farm structures, and commercial businesses. Only a handful of post-1920 buildings, planned for removal, are still occupied by their former owners. Although second growth woodland has overtaken many of the untended farm fields and residential lots, evidence of their existence are present in the landscape. Remnant stone walls define old field patterns, lilacs and daylilies mark residential gardens, and abandoned roadways lead to razed house sites (Dietrich-Smith, 2005: 112). Another recent milestone in efforts to preserve the landscape of Battle Road was the designation of the Battle Road Scenic Byway on February 7, 2007. This designation will enable further preservation and enhancement of the Park by allowing access to additional government funding sources and providing additional protection for the resources along the Byway (Minute Man Messenger 2007, Byways.org 2007).

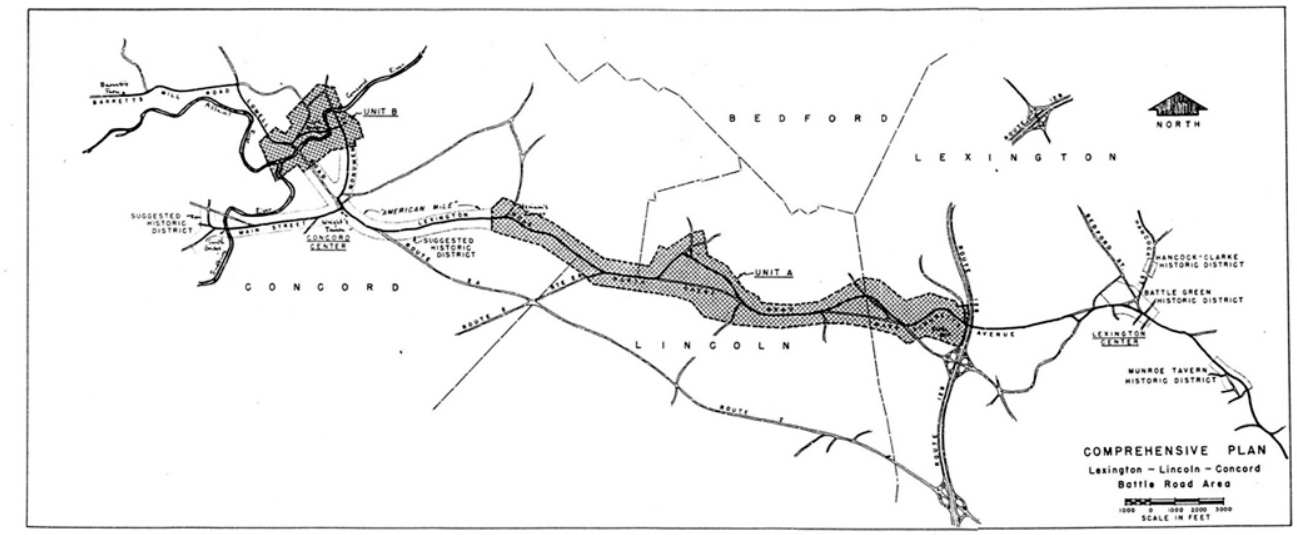


Figure 15. Comprehensive Plan, "Boston National Historic Sites Commission Interim Report." The plan depicts (gray shading) the proposed park acreage within the North Bridge Unit (Unit B) and the Battle Road Unit (Unit A).



Figure 16. View southwest of Paul Revere Capture Marker, 2003. The NPS repositioned the marker to face towards the Battle Road Trail and constructed the accompanying decorative stone walls and waysides (Dietrich-Smith, 2005: 113).



Figure 17. View east of the pedestrian tunnel (Battle Road Trail) under Hanscom Drive, 2004 (Dietrich-Smith, 2005:114).

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Defense	Battle Site	Battle Site	Yes	No	Yes
Agriculture/Subsistence	Farm (Plantation)	Farm (Plantation)	Yes	Yes	No
Recreation/Culture	Museum (Exhibition Hall)	Wayside Exhibit	No	Yes	Yes

Public Access:

Public Access: Unrestricted

Public Access Narrative:

Public Access: With Permission

Public Access Narrative:

Associated Ethnographic Group

Ethnographic Study Status:

Ethnographic Narrative:

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

This section provides an evaluation of the landscape's physical integrity by comparing landscape characteristics and features present during the period of significance with current conditions. Each characteristic or feature is classified as contributing, non-contributing, or undetermined to the landscape's overall historic significance. For those features that are listed as undetermined, primary research, which is outside the scope of this CLI, is necessary to determine the feature's original date. Contributing characteristics or features were either present during the period of significance or are in-kind replacements of such historic elements. Landscape characteristics identified for the Battle Road Unit at Minute Man National Historical Park are spatial organization, topography, vegetation, circulation, buildings and structures, views, small-scale features, and archeological sites.

The existing Battle Road Unit landscape reflects changing land use patterns since 1775. Extant features associated with the running battle include site topography, the battle road, colonial-period houses, and archeological sites (house foundations and road surfaces). Recently opened fields add to the character of the eighteenth century battlefield and re-open battleground views. Agriculture was the primary land use in the Battle Road Unit at the time of the battle. By the early 1900s the amount of land under agricultural production had substantially decreased. Extant agricultural landscape features include open, wet meadows, fruit trees, roads, stone walls, houses, and barn foundations. Missing are additional houses, barns, outbuildings, cultivated fields, farm animals, orchards, and small houselot gardens. Features associated with the commemorative landscape include four monuments and markers.

Aspects of Integrity:
This section also includes an evaluation of the property's integrity in accordance with National Register criteria. Historic integrity, as defined in National Register Bulletins 15 and 30, is the ability of a property to convey its significance, as well as the authenticity of a property's identity (evidenced by the survival of physical characteristics that existed during the site's historic period). The National Register recognizes seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Several or all of these aspects must be present for the site to retain its historic integrity. To be listed on the National Register a property not only must be shown to have significance under one of the four criteria, but must also retain integrity. The Battle Road Unit retains overall integrity in the areas of military, commemoration, and agriculture (features significant within the areas of archeology and architecture are discussed only within the context of the other areas of significance).

The military landscape retains integrity of location, setting, and association. Extant features that contribute to the significance of the 1775 battleground include eight colonial houses, remnants of the Battle Road, and approximately eight hundred acres of former agricultural land. The aspects of integrity that are diminished include design, workmanship, materials, and feeling. The diminished integrity is the result of centuries of addition, removal, and alteration of landscape features, in response to changing agricultural practices and suburban development. Park rehabilitation projects, which have removed post-colonial buildings and structures, repaired colonial houses, and which have cleared woodland vegetation to reveal historic fields and stone walls (which probably do not date to 1775, but reflect the character of the landscape at the time of the battle), have improved the integrity of design and feeling.

The commemorative landscape retains integrity of materials, workmanship, and association. Extant features include four late nineteenth and early twentieth century monuments and markers that identify locations significant to the 1775 battleground. The aspects of integrity that are diminished include location, design, setting, and feeling. Each of the four nineteenth-century commemorative monuments lacks integrity in one or more of these aspects. While the engraved granite monuments are intact, several have been moved from their original locations, and the stone walls in which some were originally positioned have been removed.

The agricultural landscape retains integrity of location, setting, and association. Extant features include open fields, houses, a stone foot bridge, stone walls, drainage swales, tree lined roads, and remnant orchards. The aspects that are diminished include design, materials, workmanship, and feeling. Diminished integrity is the result of suburban development and National Park Service (NPS) stewardship. Since federal land acquisition

began in the 1960s, the NPS has continually removed agricultural and non-agricultural buildings and structures c. 1920s and later. While the removal of the more modern agricultural buildings has enhanced the character of the military landscape, it has also diminished the integrity of the agricultural landscape. Additionally, integrity has been lost as agricultural fields have been allowed to revert to woodlands. NPS rehabilitation projects have also improved the integrity of design and feeling, including the repair of colonial and post-colonial houses, the removal of contemporary houses and businesses, and the clearing of woodland vegetation to reveal historic fields, stones walls, and remnant orchards.

Landscape Characteristic: Topography

Historic Condition:
The pre-settlement topography consisted of undulating hills of glacial deposits and low wetlands. Since the time of the earliest settlers, landowners have made minor changes to the topography and hydrology (see “Natural Systems and Features” section below) of the Battle Road Unit. Construction of houses and farm structures altered the landform as did the construction and subsequent improvements of farm roads. More recent changes include terrain alterations associated with the construction of NPS buildings, parking lots, and the underpass providing pedestrian access under Hanscom Drive.

Post Historic and Existing Conditions:
More recent changes include terrain alterations associated with the construction of NPS buildings, parking lots, and the underpass providing pedestrian access under Hanscom Drive. While the overall topography of the Battle Road Unit remains unchanged, in areas altered topography is evident. Extant foundations and stone walls provide evidence of raised or lowered roadbeds, deposited soils, and they depict the footprints of early farmsteads.

Landscape Characteristic: Natural Systems and Features

Historic Condition:
During the eighteenth century and possibly earlier, wet meadows were drained, converting fringe meadowlands into cultivatable soil. Diverted water from the meadows traveled through a network of constructed ditches and culverts into neighboring brooks and wetlands.

Post Historic and Existing Conditions:
Early drainage features, some of which may date to the colonial period, are extant; however, more research and fieldwork is necessary to understand the extent of the system.

Landscape Characteristic: Spatial Organization

Historic Condition:
During the mid-1650s, when most of the land within the present-day Battle Road Unit was initially settled, the landscape was organized by roads, fences, stone walls, and agricultural fields, as well as by natural features such as woodlands, wetlands, and rolling terrain. A few cleared tillage fields were located along the Bay Road (Battle Road), but most of the landscape surrounding the road remained wooded. Most of the commonly held tilled fields, meadows, and pastures were located a distance from the farmhouse. By 1775, the Bay Road (Battle Road) was the primary east-west road leading from Concord to Boston. The road generally followed the natural contours of the landscape, winding past tilled fields, orchards, meadows, and a few isolated woodlands. A developing system of farm roads branching off of the Battle Road further delineated the landscape.

In the early 1800s, sections of the Battle Road were straightened, and in the 1890s the straightened road was laid out as a state highway. At the turn of the twentieth-century, some of agricultural land on the uplands adjacent to the road had reverted back to woodland, as farmers sought more fertile land, and as the need for heating fuel in the urban centers promoted timber growth. However, the majority of the landscape remained primarily open as farm fields, pastures, and meadows. Interrupting the open landscape were farm clusters, large commercial orchards, and a network of roads, stone walls, and drainage ditches.

Agricultural land use continued to decrease in the 1900s, as more descendents moved to more fertile land or sought occupations other than farming. By 1958, approximately half of the former agricultural fields had reverted back to woodlands, and others had become subdivided as suburban lots or commercial properties. Providing access to the suburban residences and businesses were new roads, drives, and parking lots. Entwined with the modern houses and businesses were agricultural buildings and structures, fields, and orchards, some under production and others abandoned. The network of stone walls prevailed, although some stone walls or wall sections were removed during construction.

Post Historic and Existing Conditions:
The Battle Road Unit is spatially divided by Route 2A, which includes large sections of the Battle Road. Secondary roads, including by-passed portions of the Battle Road and the networks of stone walls and drainage ditches further divide the landscape. Although defined by stone walls and natural barriers, such as topography and streams, historic field patterns are generally obscured by woodland vegetation covering most of the site. Isolated patches of active agricultural fields, fields maintained as open space, and fields recently cleared by the NPS, provide openings in the otherwise enclosed landscape. Intermixed within the fields and forests are historic and contemporary buildings and structures.

Landscape Characteristic: Circulation

Historic Condition:
Colonists generally referred to the Battle Road as the Bay Road, the "Country Road," or the "road from Concord to Boston." The full length of the Bay Road extending from Boston to Concord was laid out by 1666, although possibly earlier. Several early roads such as Billerica Road (Old Bedford Road) and early public right-of-ways connected the Bay Road to privately owned fields, pastures, meadows and wooded areas. Colonial roads were unpaved, muddy and generally needed repair. To provide better means of transportation, the towns of Concord, Lincoln, and Lexington funded repairs for existing roads and new road construction within present-day Battle Road Unit between 1720 and 1756. Improvements included widening the Bay Road (Battle Road) and the construction of new roads such as Bedford Lane and Bedford Road. In 1773, a portion of the Bay Road (Battle Road) running over Fiske Hill was significantly altered to improve travel. Town records indicate that by 1775, the Battle Road right-of-way, for most of the road's length within the present-day Battle Road Unit, had been narrowed to 4 rods (66') from widths as wide as 10 rods (165') earlier in the century. Portions of the road around Fiske Hill may have remained up to 6 rods (99') wide.

In the early 1800s, the towns of Concord, Lincoln and Lexington straightened the Battle Road by constructing new road segments that bypassed two large bends in the road, after which the by-passed sections served as secondary roads. Between 1816 and 1836, repairs and improvements to the North Great Road, the name used in this document for the road as straightened, included straightening and widening the roadbed, raising the bed in low areas, and leveling it at highpoints. In 1868, the Middlesex County Commissioners ordered the North Great Road to be crowned in the middle and a common width along its entire length, and in the 1890s the Massachusetts Highway Commission laid out the road as a state highway (50' right-of-way) from Meriam's Corner to the Bluff, then aligned the new state highway along Marrett Street, bypassing the Fiske Hill. The portion of the Battle Road by-passed during state highway construction was realigned and modernized in 1907 and again in 1930, each time requiring the removal of a section of the Bluff, and repositioning of the Bluff Monument.

Between 1920 and 1959, a number of secondary roads, including Shadyside Lane, Sunnyside Lane, Alpine Street, Bonair Avenue, and Fairview Avenue were constructed to connect to suburban residential properties. Two secondary roads leading to Hanscom Airfield were also constructed during this period: Airport Road (1946) and a short road segment leading to the 1958 Air Force housing development north of the Minute Man Boulder. More recent was the construction of Hanscom Drive, a major road connecting Hanscom Airfield/Air Force base to the Battle Road/Route2A. Traffic flow along the Battle Road/Route 2A increased significantly in the 1950s, after the construction of Route 128. The expressway continues to feed increasing amounts of commuter traffic directly onto Route 2A.

Post Historic and Existing Conditions:
As the federal government acquired properties after the establishment of the park in 1959, the NPS began removal of modern secondary roads. By the mid-1990s, most of the roads constructed between 1924 and 1940 were removed or closed to vehicular traffic. In addition, the NPS closed large sections of the Battle Road by-passed in the early 1800s and removed the asphalt surfaces, and uncovered portions of the Battle Road around Fiske Hill, abandoned during the 1930 realignment of the road. In 2000, the NPS incorporated the rehabilitated portions of the Battle Road within the Battle Road Trail, a pedestrian route spanning the length of the park from Meriam's Corner to Fiske Hill, except for a break where it intersected Hanscom Drive. In 2004, construction of an underpass under Hanscom Drive connected the two trail segments, by providing safe pedestrian crossing under the road.

Extant circulation routes date from the 1600s to present. Circulation types include major and minor roads, farm lanes, road traces, rehabilitated roads (pedestrian traffic only) driveways, parking lots, and trails. All open public roads and the Minute Man NHP Visitor Center entrance and parking lot have asphalt surfaces; other circulation features are covered by gravel, stone dust, or boardwalk (Figures 18 and 19).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Battle Road Trail	122081	Noncontributing – Compatible					No
Battle Road	122083	Contributing	000919				No
Nelson Road	122085	Contributing	040170		Location	64227	Yes
Route 2A (c. 1802-1804 sections)	122087	Undetermined					No
Old Bedford Road (Meriam's Corner)	122089	Undetermined					No
Manuel Drive	122091	Noncontributing – Compatible					No
Cart path (across from Albano property)	122093	Undetermined					No
Ox Pasture Path	122095	Contributing	040216		Location	64091	Yes
Shadyside Avenue	122097	Noncontributing – Compatible					No
By-Pass Road	122099	Undetermined					No
Brooks Road	122101	Undetermined					No
Sunnyside Lane	122103	Noncontributing – Compatible					No
Bedford Lane	122105	Undetermined					No
Bedford Road (aka Old Bedford Road)	122107	Undetermined					No
Hanscom Drive	122109	Noncontributing – Compatible					No
Mill Street	122111	Undetermined					No
Airport Road	122113	Noncontributing – Compatible					No
Marrett Street	122115	Undetermined					No
Massachusetts Avenue	122117	Noncontributing – Compatible					No
Bonair Avenue	122119	Noncontributing – Compatible					No
Fairview Avenue	122121	Noncontributing – Compatible					No
Wood Street (current alignment)	122123	Noncontributing – Compatible					No
NPS parking lots	122125	Noncontributing – Compatible					No

Landscape Characteristic Graphics:



Figure 18. View southeast of the rehabilitated Battle Road in front of the Hartwell Tavern (left) (OCLP, 2004).



Figure 19. View west of Route 2A (section of original Battle Road) in front of the Samuel Brooks House (right) (OCLP, 2005).

Landscape Characteristic: Vegetation

Historic Condition:
By 1775, with the exception of isolated woodlots retained for farm use, the landscape within the present-day Battle Road Unit had been cleared for agricultural use. Although the configuration and types of agricultural uses changed over the decade in response to less expensive grains arriving by train from the Midwest and because of a demand for perishable farm products from expanding urban centers, the landscape remained primarily open into the mid-1800s. Some reforestation occurred in the mid-to late 1800s, as wood became a profitable product, sold to urban centers as heating fuel. By the turn of the twentieth-century the landscape began to significantly reforest, as farmers moved west to farm more fertile land and as suburban households and other non-agricultural uses became established within the Battle Road corridor. By 1959, about half of the Battle Road Unit was covered by woodland.

By the 1770s, at least fifteen orchards were located along the Battle Road. The number of apple orchards corresponds to the popularity of hard cider in the eighteenth-century. Beginning in the early 1800s, the number of cider orchards began to decrease, in large part in response to the temperance movement. Farmers adapted by planting fancy fruit orchards, a profitable product easily sold in nearby regional markets. At the time the park was established in 1959, at least six large active or remnant commercial orchards were located within the Battle Road Unit.

Existing conditions indicate some ornamental plants, such as weeping beeches and lilacs, have historically been planted on farmsteads within the Battle Road Unit. However, the majority of ornamentals were introduced during the early to mid –twentieth century in association with suburban, non-agricultural residences. Nurseries such along North Great Road supplied suburban homeowners with flowering trees and shrubs, perennials, and groundcovers.

Post Historic and Existing Conditions:
Only about twenty-five percent of the Battle Road landscape remains open, either as fields or wet meadows. The largest concentration of open landscape is located at the western end of the park. Some fields in this area have been continually farmed since the seventeenth century and perhaps earlier by Native Americans. Other small fields are located throughout the Unit. Some are leased by local farmers, some maintained as open space, and other fields have been recently cleared. Woodlands cover the remaining seventy-five percent of the landscape. The secondary growth covers former agricultural land uses such as fields, pastures, orchards, and razed suburban home and business sites (Figure 20).

Remnant fruit trees and orchards are in several locations within the Battle Road Unit, at least one of which is located within woodlands. Others may exist, however more research and fieldwork is necessary to locate undiscovered orchards. Recent woodland clearing in the Brooks farm area has revealed a number of mature fruit trees. The NPS has also recently planted several young orchards, some in the general area of known 1775 orchards.

Remnant ornamental vegetation from suburban house sites remains throughout the Unit, although most of the associated buildings have been razed. Many of the non-native plant species used as ornamentals have become invasive, infiltrating native habitats. Fourteen primary invasive plant species are located within the landscape. Of these, glossy buckthorn is the most problematic, followed by purple loosestrife, honeysuckle, multi-flora rose, and Asian bittersweet. Additional ornamental species noted during fieldwork include vinca, daylily, and yucca.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
System of Fields	122239	Contributing					No
Remnant orchards	122241	Undetermined					No
Ornamental vegetation	122245	Noncontributing – Compatible					No

Landscape Characteristic Graphics:



Figure 20. View northeast of cultivated fields and pastures west of the Farwell Jones farm (OCLP, 2004).

Landscape Characteristic: Buildings and Structures

Historic Condition:
At the time of the battle, there were approximately twenty-five houselots along the Battle Road. A typical houselot consisted of a house, barn, and several outbuildings. Also associated with several of the farms along the Battle Road were tanneries, cider mills, and blacksmith shops. By the mid-1850s, these home-based businesses succumbed to competition from nearby industrial towns. At the same time, as farmers shifted from subsistence-based agricultural production to commercial production, they began constructing grain storage structures and larger barns to support beef and dairy production. As additional buildings and structures were added, distinct farm clusters developed.

By the early 1900s, Bostonians were purchasing agricultural lands and commuting to the city from former farm houses along the Battle Road. Farmers that remained grew crops to sell to the urban markets and from small road side stands. Other agricultural structures typically found in the early 1900s within the present-day Battle Road Unit included large hen houses and brooders. Between 1924 and 1940, the number of houses along the Battle Road more than doubled with the majority of new construction taking place along the north side of Fiske Hill and in the area surrounding Hartwell Tavern. Additional building types present included gas stations, offices, a hotel, restaurants, an animal hospital, and a geophysics research facility.

Post Historic and Existing Conditions:
After the park was designated in 1959, the NPS began acquiring properties and removing contemporary buildings and structures. To date, the NPS has removed or demolished over 200 residential, agricultural, and commercial buildings and structures, many dating from 1920-1959. The existing landscape includes buildings and structures dating from before the American Revolution to the 1990s. While most of the later nineteenth and twentieth-century buildings and structures have been removed or demolished, a few examples remain. Residential buildings and structures include houses (colonial to contemporary) and garages (early 1900s to contemporary). Agricultural buildings and structures include barns (some rebuilt or moved), roadside stands, sheds, a chicken coop, and a silo. While most of the former farmsteads include only a farmhouse and possibly a barn, several sites (Farwell Jones, Palumbo, Inferrara farms) retain multiple farm buildings and structures. Extant NPS buildings include an information station (Fiske Hill), the Minute Man NHP Visitor Center, and the comfort station near Hartwell Tavern (Figures 21-23).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Gowing-Clark House	122127	Contributing	006548		Location	64053	Yes
Burke House	122129	Contributing	040234		Location	64061	Yes
Meriam House	122131	Contributing	040243		Location	64056	Yes
(Second) East Quarter Schoolhouse	122133	Contributing	040236		Location	64063	Yes
Palumbo Farm Open Shed	122135	Contributing	280087		Location	64065	Yes
Palumbo Farm Metal Shed	122137	Contributing	280090		Location	64066	Yes
Palumbo Farm Enclosed Garage	122139	Contributing	280099		Location	64064	Yes
George Hall House	122141	Contributing	040028		Location	64070	Yes
House (50 Manuel Drive)	122143	Noncontributing – Compatible					No
Korn House	122145	Noncontributing – Compatible					No

House (82 Manuel Drive)	122147	Noncontributing – Compatible					No
Shed (82 Manuel Drive)	122149	Noncontributing – Compatible					No
House (95 Manuel Drive)	122151	Noncontributing – Compatible					No
Garage (95 Manuel Drive)	122153	Noncontributing – Compatible					No
Albano House	122155	Contributing	040231		Location	64073	Yes
Albano Garage/Apt	122157	Contributing	040232		Location	64074	Yes
Albano Produce Stand	122159	Contributing	101972		Location	64075	Yes
Farwell Jones House	122161	Contributing	023167		Location	64084	Yes
James Carty Barn and Nowalk Silo	122163	Contributing	040241				No
Edward Nowalk Garage	122165	Contributing	280102		Location	64081	Yes
Edward Nowalk Produce Stand	122167	Noncontributing – Compatible					No
Edward Nowalk 6-Bay Tractor Shed	122169	Contributing	280106		Location	64082	Yes
Edward Nowalk Cottage	122171	Contributing	280110		Location	64083	Yes
Stow-Hardy House	122173	Contributing	023166		Location	64087	Yes
Hovagimian Barn	122175	Contributing	232641		Location	64088	Yes
D. Inferrara House	122177	Contributing	101976		Location	64092	Yes
D. Inferrara Farm Stand	122179	Contributing	101977		Location	64096	Yes
D. Inferrara Farm Garage	122181	Contributing	280115		Location	64094	Yes
D. Inferrara Field Shed	122183	Noncontributing – Compatible					No
D. Inferrara Farm Coop	122185	Noncontributing – Compatible					No
D. Inferrara Greenhouse	122187	Noncontributing – Compatible					No
Walter Beatteay House	122189	Contributing	101978		Location	64100	Yes
Walter Beatteay Garage	122191	Noncontributing – Compatible					No
Samuel Brooks House	122193	Contributing	006547		Location	64102	Yes
Job Brooks House	122195	Contributing	000928		Location	64109	Yes
Noah Brooks Tavern	122197	Contributing	006546		Location	64105	Yes
Samuel Hartwell Carriage House	122199	Contributing	040233		Location	64107	Yes
Edward Rogers Barn	122201	Contributing	040245		Location	64108	Yes
Joshua Brooks, Jr. House	122203	Contributing	006552		Location	64133	Yes
Moody House	122205	Noncontributing – Compatible					No

W.R. Barker House	122207	Noncontributing – Compatible					No
W.R. Barker Garage	122209	Noncontributing – Compatible					No
Janet Swartz House	122211	Noncontributing – Compatible					No
Janet Swartz Garage	122213	Noncontributing – Compatible					No
Ephraim Hartwell Tavern	122215	Contributing	000931		Location	64153	Yes
McHugh Barn	122217	Contributing	040029		Location	64164	Yes
Rego House	122219	Contributing	040244		Location	64145	Yes
Rego House Garage	122221	Noncontributing – Compatible					No
Captain William Smith House	122223	Contributing	006553		Location	64211	Yes
Irene Hagenian House	122225	Noncontributing – Compatible					No
Irene Hagenian Shed	122227	Noncontributing – Compatible					No
John Nelson House	122229	Contributing	006551		Location	64219	Yes
John Nelson Barn	122231	Contributing	012008		Location	64221	Yes
Minute Man Visitor Center	122233	Noncontributing – Compatible					No
Jacob Whittemore House	122235	Contributing	000929		Location	64231	Yes
Barn at Whittemore House	122237	Contributing	040239		Location	64232	Yes

Landscape Characteristic Graphics:



Figure 21. View northeast of the Job Brooks house (OCLP, 2003).



Figure 22. View east of the Edward Nowalk produce stand and the James Carty barn (OCLP, 2004).



Figure 23. View north of the Minute Man Visitor Center (OCLP, 2003).

Landscape Characteristic: Small Scale Features

Historic Condition:
Although specific information concerning the configuration of early stonewalls are outside the scope of this CLR, scholarly research of stone walls in New England suggests that the number of stone walls within the Battle Road Unit increased as the settlement expanded westward, as land transferred into private ownership, and as forests were removed for fields and pastures. Initially, stone was piled in the middle of a field or pasture, but over time was generally moved to the field edge, often against an existing wooden fence. Stone walls served a variety of purposes such as protecting orchards and agricultural crops from livestock and marking property boundaries. Later, farmers constructed stone walls to confine the livestock herds. During the battle, militia and minutemen used stone walls and other objects for cover from British Regular musket fire. By the mid-1800s, the landscape along the Battle Road had not changed significantly since the time of the battle. It continued to include colonial landscape features such as stone walls, orchards, fields, houses and barns. As farming evolved through mechanization, stone walls were dismantled or demolished to enlarge fields, allowing the use of larger farm equipment. Walls were also dismantled to construct new house foundations and as fill material for roadways. As subdivisions were constructed in the twentieth century, sections of stone walls were removed to provide access for driveways and new roads.

Additional eighteenth and nineteenth-century stone features known to exist include the ox pasture stone bridge (c. 1775), the Minute Man Boulder, and the Meriam's Corner area stone culvert. The Minute Man Boulder is a large glacial rock provided shelter to a colonist who fired upon and killed two retreating British soldiers during the April 19, 1775 battle. The Massachusetts Highway Commission built the large granite Meriam's Corner area stone culvert under the Battle Road in 1898, as part of the state highway construction project.

The towns of Concord, Lincoln, and Lexington erected four granite markers along the Battle Road in the late 1800s, memorializing the events of April 19, 1775: the Meriam's Corner Monument (1885),

the Hayward Well Monument (1885), the Bluff Monument (1885), and the Paul Revere Capture Marker (1899). The Meriam's Corner Monument, the Hayward Well Monument, and the Paul Revere Capture Marker were all placed within existing stone walls along the Battle Road. The Bluff Monument was placed at the base of a bluff, just west of Fiske Hill.

Massachusetts Highway Board placed markers every thousand feet along both sides of the newly designated state highway (Route 2A) in the 1890s, as part of the highway construction project. The square-cut granite markers extend approximately one foot above ground. The initials M.H.B. are engraved on each of the markers.

Post Historic and Existing Condition:
A system of stone walls and stone wall remnants border fields and roads, and cut through woodlands within the Battle Road Unit. Types of stone walls include free-standing and retaining walls of either thrown or laid wall construction. A thrown wall is a simple arrangement of stones, often one stone wide. These types of stone wall typically border fields. A laid wall is a more complex arrangement of stones that may have one or more flat sides. Laid walls are generally found near farmhouses or along roads.

Walls rebuilt or repaired by the NPS and the Massachusetts Highway Department are located throughout the Battle Road Unit, although typically located adjacent to the Battle Road. Many of these walls are easily identifiable by the uniform-sized stones used in construction, and often by the color of stone. Most NPS walls were reconstructed or rehabilitated on sites where a wall is believed to have stood in 1775, or in areas known to have had a wall in the 1800s (Figure 24). The ox pasture stone bridge, the Minute Man Boulder, and the Meriam's Corner area stone culvert are extant and in their original locations.

Both the Bluff Monument and the Paul Revere Capture Marker have been repositioned. The Bluff Monument was moved slightly north several times when portions of the bluff were removed during repeated road realignment. The Paul Revere Capture Marker was originally located within a wall facing the Battle Road. By 1956, it was placed adjacent to the Buttrick Ice Cream restaurant parking lot, perpendicular to the road and not far from its original position. The NPS rotated the marker some time between 1995 and 2000, facing it away from the road (toward the Battle Road Trail) and surrounding it with a semi-circular stone wall and several interpretive waysides. The Hayward Well and the Meriam's Corner Marker are believed to be in their original position; however, the original wall surrounding the Hayward Well Monument was removed sometime before 1962. The NPS has constructed a low stone wall around the Hayward Well Monument (Figure 25).

A few of the M.H.B. markers are known to remain. Others are presumably present, just not visible since the above ground portion is missing. The majority of each marker is located underground – up to 6' in length.

As part of the Battle Road Trail project, the NPS erected granite markers along the trail in 2000. The markers include Battle Road Markers, Milestone Markers, British Grave Markers, and Archeological Site Markers.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
System of Stone Walls	122247	Contributing	040212		Asset	1054519	No
System of Stone Walls	122257	Contributing	040206		Asset	35041	Yes
System of Stone Walls	122261	Contributing	040220				No
System of Stone Walls	122265	Contributing	040184		Asset	35047	Yes
System of Stone Walls	122269	Contributing	040186		Asset	35044	Yes

System of Stone Walls	122263	Contributing	040185		Asset	35045	Yes
System of Stone Walls	122267	Contributing	040230		Asset	35042	Yes
System of Stone Walls	122281	Contributing	040207		Asset	35037	Yes
System of Stone Walls	122275	Contributing	040181		Asset	35038	Yes
System of Stone Walls	122279	Contributing	040209		Asset	35040	Yes
System of Stone Walls	122289	Contributing	040222		Asset	1008298	Yes
System of Stone Walls	122291	Contributing	040193				No
System of Stone Walls	122293	Contributing	040208		Asset	35039	Yes
System of Stone Walls	122295	Contributing	040201				No
System of Stone Walls	122297	Contributing	040192		Asset	1008288	Yes
System of Stone Walls	122299	Contributing	040191		Location	64156	Yes
System of Stone Walls	122301	Contributing	040172		Asset	35024	Yes
System of Stone Walls	122303	Contributing	040213		Asset	35025	Yes
System of Stone Walls	122305	Contributing	040226		Asset	35036	Yes
System of Stone Walls	122307	Contributing	040178		Asset	1008109	Yes
System of Stone Walls	122309	Contributing	040179		Asset	1008112	Yes
System of Stone Walls	122311	Contributing	040174		Asset	1008285	Yes
System of Stone Walls	122313	Contributing	040180		Asset	1008108	Yes
System of Stone Walls	122315	Contributing	040190		Asset	1008294	Yes
System of Stone Walls	122317	Contributing	040198		Asset	35013	Yes
System of Stone Walls	122319	Contributing	040176		Asset	1054527	Yes
System of Stone Walls	122321	Contributing	040189		Asset	35014	Yes
System of Stone Walls	122323	Contributing	040173		Asset	35015	Yes
System of Stone Walls	122325	Contributing	040217		Asset	35012	Yes
System of Stone Walls	122327	Contributing	040202		Asset	35003	Yes
System of Stone Walls	122329	Contributing	040218		Asset	35007	Yes
System of Stone Walls	122331	Contributing	040187		Asset	35022	Yes
System of Stone Walls	122333	Contributing	040223		Asset	35002	Yes
System of Stone Walls	122335	Contributing	040225		Asset	35035	Yes
System of Stone Walls	122337	Contributing	040219		Asset	35008	Yes
System of Stone Walls	122339	Contributing	040177		Location	64824	Yes
Captain William Smith House Retaining Wall	122341	Contributing	040221		Asset	1008367	Yes
Meriam’s Corner Monument	122343	Contributing	040265		Location	64058	Yes
Meriam’s Corner Area Stone Culvert	122345	Contributing	040255		Location	64060	Yes

Meriam House Well	122347	Contributing	040203		Location	64059	Yes
Ox Pasture Stone Bridge	122349	Contributing	040254		Location	64090	Yes
Paul Revere Capture Marker	122351	Noncontributing – Compatible	040267		Location	64214	Yes
Jacob Whittemore House Well	122353	Contributing	040229		Location	64233	Yes
Bluff Monument	122355	Contributing	040259		Location	64234	Yes
Hayward Well Monument	122357	Contributing	040264		Location	64276	Yes
Fiske Hill Well	122359	Contributing	006541				No
Battle Road Markers	122361	Noncontributing – Compatible					No
Milestone Markers	122363	Noncontributing – Compatible					No
British Grave Markers	122365	Noncontributing – Compatible					No
Archeological Site Markers	122367	Noncontributing – Compatible					No
Massachusetts Highway Board (M.H.B.) Markers	122369	Contributing					No
Town Boundary Line Marker	122371	Undetermined					No
Minute Man Boulder	122373	Undetermined					No

Landscape Characteristic Graphics:



Figure 24. View northeast of stone walls along Bedford Lane (foreground) and along the Battle Road (middle ground) (OCLP, 2006).



Figure 25. Hayward Well Monument (OCLP, 2004).

Landscape Characteristic: Views and Vistas

Historic Condition:
In the 1600s, woodland cover prohibited expansive views. At the time of the running battle in 1775, over a century of tree clearing had opened expansive views. While the openness allowed colonial militia and minutemen clear view of the British retreating along the Battle Road, it forced them to take cover behind stonewalls, buildings, and a few remaining trees. Well into the nineteenth-century, farming practices maintained open views to and from the Battle Road.

By the late 1800s, agricultural production significantly declined and uncultivated fields reverted to woodlands, creating visual barriers across the formerly open landscape. Expansive views were still possible; however, more often views were foreshortened by woodlands bordering or encircling cultivated fields and pastures.

When the park was established in 1959, about fifty percent of the former agricultural fields were covered by woodland, which significantly shortened views. Also blocking views from the Battle Road were numerous contemporary buildings and structures, which lined extensive portions of the road.

Post Historic and Existing Conditions:
Views were somewhat enhanced beginning soon after the federal government began to acquire property within the Battle Road Unit, as many of the modern buildings and structures were removed. However, most woodland growth remained unchecked, and tree growth on abandoned fields and pastures continued.

Woodlands cover approximately seventy-five percent of the Battle Road Unit, blocking expansive views from the Battle Road. In a few areas where the landscape has remained open through agricultural leases or park maintenance, open views remain. In many areas, views along the Battle Road are blocked by woodlands. In most areas, where nonagricultural contemporary uses border the park, tree growth blocks the non-compatible uses.

Landscape Characteristic: Archeological Sites

Historic Condition:
The NPS has conducted numerous archeological investigations within the Battle Road Unit since the 1960s, unearthing and preserving a variety of features such as building foundations, chimneys, and abandoned portions of the Battle Road. Most of the sites investigated and/or preserved within the Battle Road Unit are the remains of features extant in 1775.

Post Historic and Existing Conditions:
Both exposed and unexposed archeological sites are located in the park. Exposed sites include eighteenth-century house foundations and chimneys, and nineteenth-century barn foundations (Figure 26).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Gowing-Clark Barn Foundation	122375	Contributing	040256		Location	64054	Yes

John Meriam/Joseph Meriam House Sites	122377	Contributing		MIMA00059.000			No
(First) East Quarter School House Site	122379	Contributing		MIMA00073.000			No
Albano Foundation	122381	Contributing	040246		Location	64076	Yes
Charles Sawyer Barn Foundation	122383	Contributing	040175		Location	64111	Yes
Brooks House Site	122385	Contributing					No
Joshua Brooks Tanyard Site	122387	Contributing					No
Thomas Brooks Farm Foundation	122389	Contributing	040248		Location	64152	Yes
Joseph Mason House Site	122391	Contributing		MIMA00052.000			No
Ephraim Hartwell Site	122393	Contributing	040251	MIMA00036.0	Location	64158	Yes
Sgt. Samuel Hartwell House Site	122395	Contributing	000930		Location	64825	Yes
Captain William Smith Site	122397	Contributing		MIMA00051.000			No
Samuel Hartwell Farm Cellar Hole	122399	Contributing	040252	MIMA00037.000	Location	64167	Yes
Unidentified Cut Stone Foundation	122401	Contributing	040258		Location	64852	Yes
Josiah Nelson, Jr. Hop House Foundation	122403	Contributing	040027		Location	64223	Yes
Site 22	122405	Contributing		MIMA00029.000			No
Site 23	122407	Contributing		MIMA00027.000			No
Daniel Brown House and Shop Site	122409	Contributing					No
Josiah Nelson House Foundation	122411	Contributing	000920	MIMA00028.000	Location	64218	Yes
Thomas Nelson, Jr. House Foundation	122413	Contributing	012006	MIMA00026.000	Location	64224	Yes
Site 24	122415	Contributing					No
Tabitha Nelson House (Thomas Nelson Sr.) Site	122417	Contributing	040253	MIMA00024.000	Location	64225	Yes
Jacob Whittemore Blacksmith Shop Site	122419	Contributing		MIMA00061.000			No
Barn Foundation Site (Mass. Ave. and Marrett Street)	122421	Contributing					No
Battle Road/Fiske Hill	122423	Contributing					No
Bashian Barn Foundation	122425	Contributing	040247		Location	64275	Yes
Ebenezer Fiske House Foundation	122427	Contributing	000923		Location	64272	Yes

Lt. David Fiske Site	122429	Contributing					No
Thomas Burke Barn Foundation	122431	Undetermined	040257		Location	64055	Yes

Landscape Characteristic Graphics:



Figure 26. View east of the Charles Sawyer barn foundation (foreground) and the Job Brooks house (distance) (OCLP, 2004).

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 09/16/2031

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 09/16/2025

Condition Assessment Explanatory Narrative:

The overall landscape is well-maintained and in good condition.

Condition Assessment: Fair

Assessment Date: 09/25/2023

Condition Assessment Explanatory Narrative:

Provisional. The condition reassessment for this CLI has been delayed due to the effects of Covid-19 travel restrictions and staffing shortages. In the meantime, the most recent condition assessment will remain in place until it is reassessed. Planning and scheduling for this update will occur in FYs 2023-2024.

Condition Assessment: Fair

Assessment Date: 08/15/2013

Condition Assessment Explanatory Narrative:

In consultation with Terrie Wallace, Museum Curator, and with concurrence from the Superintendent, the Battle Road landscape is currently in fair condition. The definition of “fair” is as follows: “the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the inventory unit to degrade to a poor condition.”

According to project statements in PMIS for Battle Road, numerous historic buildings were repainted in 2009-2010 (PMIS 106087) and visitor access and parking was improved at several historic structures and the visitor center in 2010 (PMIS 118490). Currently underway is a project to replace deteriorated wayside exhibit panels (187554). There are numerous projects in PMIS that are unfinished or unfunded: 118625-Restore Battle Road Wetlands – Construction Phase, 100073 – Maintain Historic Vistas and Designated Cultural Landscapes, 125285 – Restore Cultural Landscape by Rehabilitating and Removing Agricultural Structures, 14668 - Preserve Stone Walls in the Battle Road Unit, 62381 – Rehabilitate Historic Fields Battle Road and Wayside Units, and 89561 – Implement Safety & Access Improvements to Accommodate Increased Visitation in Battle Road Unit.

Condition Assessment: Fair

Assessment Date: 09/04/2007

Condition Assessment Explanatory Narrative:

The condition of the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the inventory unit to degrade to a poor condition.

Impacts

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Narrative: Limited park resources have prevented rehabilitation of a number of contributing 19th and early 20th-century buildings and structures. Several of these buildings and structures are in poor condition. If further deterioration occurs, the resources may be lost.
2025: Several buildings are in poor condition and will be demolished. Others were rehabilitated through the GAOA LRF and will be leased as housing units.

Date Identified: 09/16/2025

Type of Impact: Erosion

Other Impact:

External or Internal: Internal

Impact Narrative: A steep hillside drops approximately thirty feet just north of the Paul Revere Capture Marker. The slope may be associated with a c. 1950s burrow pit associated with construction of I-128 in the 1950s. The top of the loosely-packed soil slope is located approximately twenty feet north of the Battle Road Trail. If the hillside is not protected, the eroding hillside may eventually undermine the trail.
2025: the erosion needs to be re-inspected and compared with earlier photos to determine extent of erosion.

Date Identified: 09/16/2025

Type of Impact: Inundation/Flooding

Other Impact:

External or Internal: Internal

Impact Narrative: Beaver dams crossing three sections of the creek south of the Palumbo farm have flooded, or saturated to an extent that precludes farming, 95% of the property's formerly farmed 13 acres. This prime agricultural land has been farmed since at least the 1700s, and continually farmed by the Palumbo family since the mid-1920s. The creek defines the southern park boundary in the Meriam's Corner area. If the flooding problem is not addressed, the historic fields will be lost. Within a few years the area will grow into shrubs followed shortly thereafter by forest.
2025: Beavers returned to the Palumbo area, resulting in the construction of an exclusion structure just north of the Mill Brook culvert. Limited fi eld mowing in the past decade has increased woody plant material in the Palumbo fields.

Date Identified: 09/16/2025

Type of Impact: Impending Development

Other Impact:

External or Internal: External

Impact Narrative: Impending development of a large building on a hillside southeast of the Noah Brooks Tavern just outside the park boundary threatens the visual quality of the historic landscape, which includes the early 19th century house, a barn, open fields, and remnant orchards.
2025: The proposed building was reduced in scale and a vegetation buffer has been retained.

Date Identified: 09/16/2025

Type of Impact: Improper Drainage

Other Impact:

External or Internal: Internal

Impact Narrative: An unmaintained agricultural drainage system has caused flooding of a hayfield north of the Farwell Jones House, near the park boundary. If repair of the drainage system is not addressed, the field, farmed since at least the 1700s, will be lost. Within a few years the area will grow into shrubs followed shortly thereafter by forest.
2025: Maintenance of vegetation in this area has been greatly reduced to a lack of equipment and staffing. A fi eld restoration project funded in FY 2026 could address, but potentially other areas are higher priority.

Date Identified: 09/16/2025

Type of Impact: Other

Other Impact: Airplane Traffic

External or Internal: Internal

Impact Narrative: Hanscom Airfield is located just north of the Battle Road Unit. The airport services private planes and small commuter airlines. Noise from overhead planes and from planes taking off and landing at the airfield compromises the experience of visitors during interpretative programs at the Hartwell Tavern or hiking along the Battle Road Trail.

Date Identified: 08/14/2007

Type of Impact: Other

Other Impact: Automobile Traffic

External or Internal: Internal

Impact Narrative: State Route 2A runs through the center of the linear Battle Road Unit. Route 2A includes large sections of the historic Battle Road. The visual intrusion and noise created by heavy commuter traffic on the road compromises the visitor experience. The steady traffic also prohibits safe pedestrian access from the northern section of the park, which includes the visitor center and the Battle Road Trail, across Route 2A to the southern section of the park. As a result, the area south of Route 2A is underutilized; all visitor amenities and interpretative areas are confined to the area north of Route 2A.

Date Identified: 08/14/2007

Type of Impact: Other

Other Impact: Noise

External or Internal: External

Impact Narrative: A proposed sports facility at Minuteman High School may increase amplified sound.

Date Identified: 09/16/2025

Type of Impact: Impending Development

Other Impact:

External or Internal: External

Impact Narrative: A proposed high density development in Lexington near Lost Pond would increase traffic at Bonair and Fairview road/trail crossings.

Date Identified: 09/16/2025

Type of Impact: Pests/Diseases

Other Impact:

External or Internal: Internal

Impact Narrative: Pests, diseases, and invasive plants compromise historic setting such as ash mortality, beech leaf disease, bittersweet vine, porcelainberry vine, knotweed, and buckthorn.

Date Identified: 09/16/2025

Type of Impact: Impending Development

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Proposed MA DOT crosswalk with flashing light at Bedford Road will diminish historic setting, feeling, and visitor safety at Smith House along BRT.

Date Identified: 09/16/2025

Type of Impact: Impending Development

Other Impact:

External or Internal: Internal

Impact Narrative: Proposed airfield expansion at Hanscom Air Field will diminish historic setting and feeling along Battle Road.

Date Identified: 09/16/2025

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Rehabilitation

Treatment Completed: No

Document Type: General Management Plan

Document Date: 1990-07-10

Title:

IRMA Link:

Narrative:

Approved Treatment Costs

Cost Narrative:

Treatment Type: See CLR

Treatment Completed: No

Document Type: Cultural Landscape Report

Document Date: 1993-01-01

Title: Minute Man National Historical Park: Cultural Landscape Report

IRMA Link: https://irma.nps.gov/DataStore/Reference/Profile/2172465

Narrative:

Approved Treatment Costs

Cost Narrative:

Treatment Type: See CLR

Treatment Completed: No

Document Type: Cultural Landscape Report

Document Date: 1994-01-01

Title: Meriam's Corner Cultural Landscape Report, Minute Man National Historical Park

IRMA Link: https://irma.nps.gov/DataStore/Reference/Profile/2274306

Narrative:

Approved Treatment Costs

Cost Narrative:

Treatment Type: See CLR

Treatment Completed: No

Document Type: Cultural Landscape Report

Document Date: 2005-09-01

Title: Cultural Landscape Report for Battle Road Unit, Minute Man National Historical Park: Volume I: Site History, Existing Conditions, and Analysis & Evaluation

IRMA Link: https://irma.nps.gov/DataStore/Reference/Profile/2279482

Narrative:

Approved Treatment Costs

Cost Narrative:

Bibliography and Supplemental Information

Bibliography:

Citation Author	Citation Title	Year of Publication	Citation Publisher	Citation Type	Citation Location	Citation Number
Weinbaum, Paul	National Register of Historic Places Documentation, Minute Man National Historical Park, Supplementary Listing Record	2002	National Park Service, Northeast Regional Office, History Program			
Zenzen, Joan M.	Administrative History of Minute Man National Historical Park (DRAFT)	2006				
Worthen, Edwin B.	Tracing the Past in Lexington, Massachusetts	1998	Vantage Press			
Wallace, Terrie	National Register of Historic Places Documentation, Minute Man National Historical Park, Additional Documentation	2006	Minute Man National Historical Park			
Thorson, Robert	Stone by Stone: the Magnificent History in New England's Stone Walls	2002	Walker and Company			
National Park Service	""The Battle Road – Scenic Byway." The Minute Man Messenger. http://www.nps.gov/mima/planyourvisit/upload/messenger%2007.pdf Accessed June 11, 2007	2007	The National Park Service, United States Department of the Interior			
Shattuck, Lemeul	A History of the Town of Concord	1835	Russel, Odiorne, and Company			

National Scenic Byways Online	""The National Scenic Byways Program" http://www.byways.org/learn/program.html, Accessed June 11, 2007	2007	United States Department of Transportation, Federal Highway Administration			
Massachusetts State Planning Board	Park, Parkway and Recreational Study	1941				
MacLean, John C.	A Rich Harvest: The History, Buildings, and People of Lincoln, Massachusetts.	1988				
Hudson, Charles E.	Town of Lexington, Middlesex County, Massachusetts	1868	Houghton Mifflin Company			
Brooks, Paul	The View from Lincoln Hill: Man and the Land in a New England Town	1976	Houghton Mifflin Company			
Boston National Historic Sites Commission	Interim Report of the Boston National Historic Sites Commission	1958				16169
Harrington, M. K, et al.	National Register of Historic Places Documentation, Minute Man National Historical Park	2002	Public Archeology Lab			405263
Donahue, Brian and Hohmann, Heidi	Cultural Landscape Report for Meriam's Corner, Minute Man National Historical Park	1994	Division of Cultural Resource Management, North Atlantic Region, NPS			403125
Donahue, Brian	Plowland, Pasture, Woodland and Meadow: Husbandry in Concord Massachusetts, 1635-1771	1994	Brandeis University			405251

Dietrich-Smith, Deborah	Cultural Landscape Report, Battle Road Unit, Minute Man National Historical Park	2005	Olmsted Center for Landscape Preservation			405171
Sabin, Douglas P.	April 19, 1775, A Historiographic Study, Part III, Concord	1987	Minute Man National Historical Park			401531
Towle, Linda	Archeological Collections Management at Minute Man National Historical Park	1986	Division of Cultural Resources, North Atlantic Region, NPS			400286
Shurtleff, Arthur A.	Report of Arthur A. Shurtleff to Commission on the One Hundred Fiftieth Anniversary of the American Revolution	1925				

Supplemental Information:

Supplemental Information Title:

Supplemental Information Narrative:

Landscape Documents:

File Name	Date	Attachment Type
MIMA_Battle-Brooks-Fiske-Hart-JS-Meriam-Nelson-NB-Way_CLI Updates Notes_2025.pdf		

Source