

Appendix 4.8-B

**Historic Resources Intensive Survey, Evaluation
and Effects (1/16/2013) and Addendum
(5/17/2013)**

***HISTORIC RESOURCES INTENSIVE SURVEY, EVALUATION,
AND EFFECTS, SOUTH COAST RAIL PROJECT***

***Canton, Stoughton, Easton, Raynham, Taunton, Berkley,
Lakeville, Freetown, New Bedford, Fall River***

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MANAGEMENT ABSTRACT

The Massachusetts Department of Transportation (MassDOT) is planning for the South Coast Rail Project in Canton, Stoughton, Easton, Raynham, Taunton, Berkley, Lakeville, Freetown, New Bedford, and Fall River within Southeastern Massachusetts. PAL prepared this report in support of the Final Environmental Impact Statement (FEIS) / Final Environmental Impact Report (FEIR) for the U.S. Army Corps of Engineers (USACE) and the MassDOT. The report presents the results of the historic resources intensive survey, National Register of Historic Places (National Register) and State Register of Historic Places (State Register) eligibility evaluation completed by PAL for the Stoughton Electric Alternative and the Whittenton Electric Alternative. The Area of Potential Effect (APE) for historic properties encompasses direct (construction) and indirect (atmospheric, noise, vibration, visual (setting), and traffic) effects, including a corridor that measures at least 400 feet from either side of the right-of-way center line with proposed 22-foot tall catenary, and up to 400 feet from the boundary of a proposed grade crossing, station, traction power, or other facility parcel. The report encompasses historic properties that are National Historic Landmarks (NHL), or that are listed or determined eligible for listing in the State and National Registers, and updates information about these historic properties in the cultural resources reports for the Draft Environmental Impact Statement (DEIS) / Draft Environmental Impact Report (DEIR). It also includes an intensive survey and eligibility evaluation of historic resources identified for further study in the cultural resources reports for the DEIS/DEIR. The intensive historic resources survey identifies all historic properties (those properties listed in or eligible for inclusion in the State and National Registers) within the APE of the South Coast Rail project Preferred Alternative. The survey methodology consists of background research, field survey, eligibility evaluation, and completion of Massachusetts State Historic Preservation Office (MA SHPO)/ Massachusetts Historical Commission (MHC) inventory forms for the selected historic resources.

The intensive survey resulted in the identification of 19 historic areas/districts and 43 individual properties that are listed in or previously determined eligible for listing in the National Register, including 1 NHL. An additional 20 historic areas/districts and 23 individual properties are recommended as eligible for State and National Register listing. The USACE and the MA SHPO will review this information to reach a Consensus Determination of Eligibility for the National Register for these historic properties. Twenty properties were found ineligible for the National Register, one property has been demolished, and one property is now outside the APE. The report also presents the results of an update and assessment of the effects of the South Coast Rail Project on all district and individual historic properties from the DEIS/DEIR. Project effects are assessed for a combined total of 39 historic areas/districts and 66 individual properties. The USACE and MassDOT will use the information on the historic properties in the report to finalize a Determination of Effect, undertake consultation, and develop mitigation under Section 106 of the National Historic Preservation Act and related state laws.

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1

Introduction

1.1 Report Scope

This *Technical Report, Historic Resources Intensive Survey, Evaluation, and Effects, South Coast Rail Project, Southeast Massachusetts* addresses historic properties within the Stoughton Electric Alternative and the Whittenton Electric Alternative of the Massachusetts Department of Transportation's (MassDOT) South Coast Rail Project (Figure 1-1). PAL prepared this report in support of the Final Environmental Impact Statement (FEIS) / Final Environmental Impact Report (FEIR) for the U.S. Army Corps of Engineers (USACE) and the MassDOT. The report presents the results of the historic resources intensive survey, including National Register of Historic Places (National Register) and State Register of Historic Places (State Register) eligibility evaluations and assessment of project effects under Federal and State laws and regulations. The survey encompasses Stoughton Line, Fall River Secondary, New Bedford Main Line, Whittenton Branch, and Attleboro Secondary railroad right-of-way segments in the communities of Canton, Stoughton, Easton, Raynham, Taunton, Berkley, Freetown, Lakeville, New Bedford and Fall River. It present results for the entire Stoughton Electric Alternative, as well as for the Whittenton Electric Alternative.

1.2 Project Description

The South Coast Rail Project FEIS/FEIR evaluates two alternatives: Stoughton Electric Alternative and the Whittenton Electric Alternative. The Stoughton Alternative would provide commuter rail service using electric powered locomotives from South Station through Stoughton to New Bedford and Fall River using the Stoughton Line, New Bedford Main Line and Fall River Secondary. The Whittenton Alternative would use the Whittenton Branch and a segment of the Attleboro Secondary. Train service would be provided from South Station to Fall River and to New Bedford by extending the existing Stoughton Line service. Out-of-service track would be restored from Stoughton Station to Dean Street in Taunton. Trains would use the New Bedford and Fall River lines to reach the terminal stations. For the Stoughton Alternative, track infrastructure improvements would be required along the Stoughton Line, the New Bedford Main Line, and the Fall River Secondary Line. The Whittenton Alternative would also require improvements along the Whittenton Branch, and a portion of the Attleboro Secondary. Overhead catenary and supporting electrical system infrastructure would be required. A frontage road would be constructed in Stoughton to eliminate grade crossings and a new grade separation would be built at Route 138 in Raynham. An 1.6 mile-long trestle would be constructed in Raynham and Easton within the Hockomock Swamp (from approximately Foundry Street south to the Raynham Dog Track). The project plans include rail right-of-way,

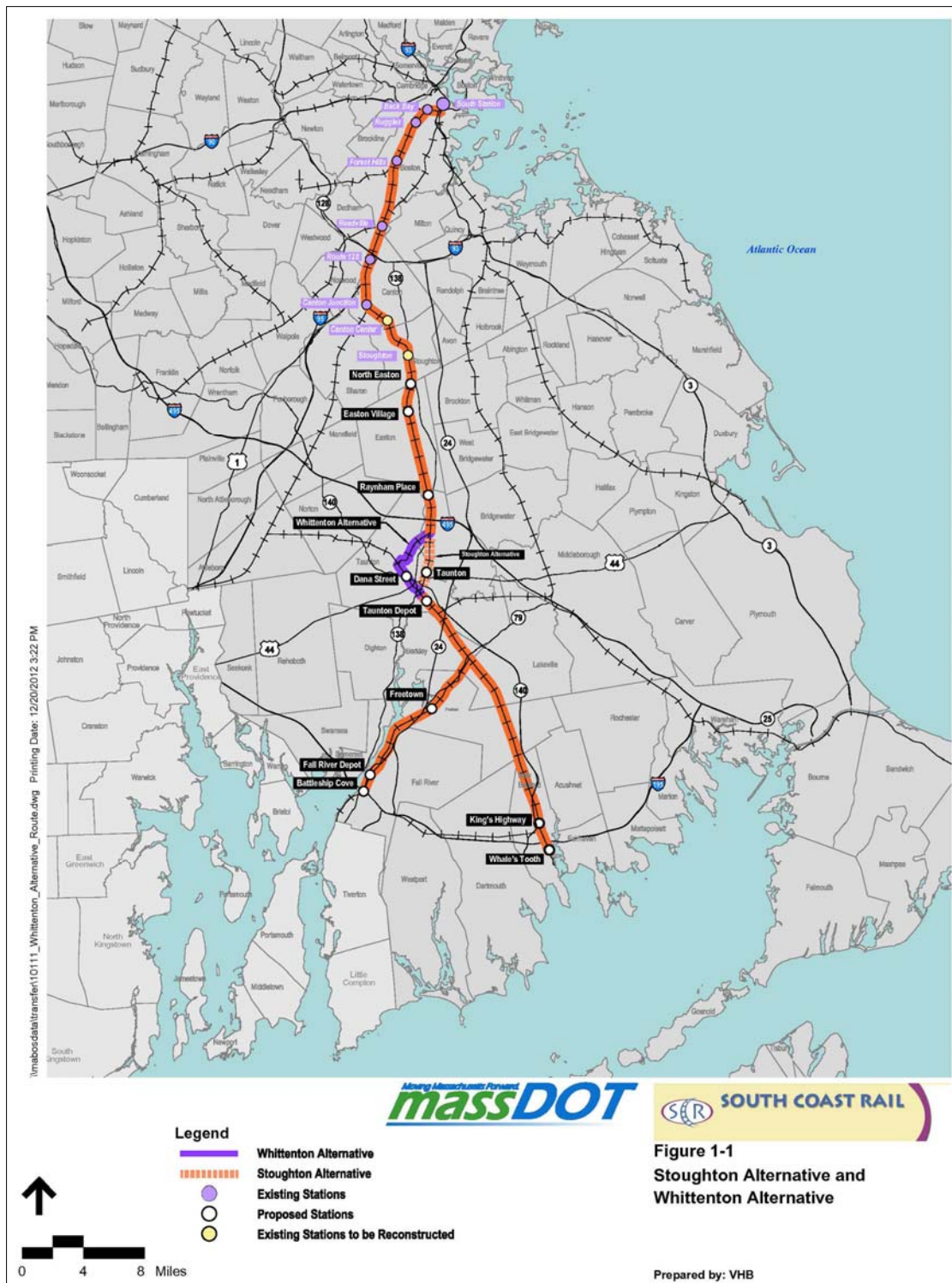


Figure 1-1. Stoughton Alternative and Whittenton Alternative Project Alignment.

existing and new stations, catenary and traction power facilities, layover and maintenance facilities, and utilities and construction staging areas.

New stations for the Stoughton Alternative include: North Easton at the Stoughton/Easton town line; Easton Village in Easton; Raynham Place in Raynham; Taunton and Taunton Depot in Taunton; Freetown in Freetown; Fall River Depot and Battleship Cove in Fall River; and King's Highway and Whale's Tooth in New Bedford. The Whittenton Alternative would not use the Taunton Station, but would substitute the Dana Street Station in Taunton. Additional project information is in Chapter 5.

1.3 Project Authority

The USACE, as the lead federal agency for the South Coast Rail Project, has compliance responsibilities regarding cultural resources under Section 106 of the National Historic Preservation Act (NHPA) as amended, the regulations of the Advisory Council on Historic Preservation (ACHP) at 36 CFR 800, the USACE's Appendix C (Historic Properties), 33 CFR 325; the National Environmental Policy Act (NEPA); and Section 4(f) of the Department of Transportation Act. MassDOT serves as the lead state agency and is responsible for identifying and evaluating properties, and determining project effects in accordance with MGL Ch. 9 Sections 26-27C, as amended; 950 CMR 71.00, 950 CMR 70.00 and the Massachusetts Environmental Policy Act (MEPA).

The historic resources intensive survey, evaluation, and effects assessment for the South Coast Rail Project was undertaken in accordance with the Secretary of the Interior's *Standards and Guidelines for Identification* (48 FR 44720-23) and the MHC historic resources survey standards. The survey complies with the standards of the Secretary of the Interior's *Standards and Guidelines for Identification* (48 FR 44720-23), The Standards of the Massachusetts State Register of Historic Places (State Register), and the National Park Service (NPS) guidelines for assessing eligibility for listing in the National Register, specifically *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*.

1.4 Integration of Previous Reports

This report updates relevant information on historic properties previously listed in or determined eligible for listing in the National and State Registers, as well as those recommended for listing, that were discussed in the cultural resources reports prepared for the Draft Environmental Impact Statement (DEIS) / Draft Environmental Impact Report (DEIR) (USACE 2011), *Cultural Resources Reconnaissance Survey South Coast Rail Project, Volumes I and VI* (Cherau et al. 2009a and 2009b) and *Volumes III, IV, and V* (Adams et al. 2009b, 2000c, and 2009d), *Supplemental Cultural Resource Reconnaissance Survey, South Coast Rail Project, Volumes I and III* (Adams et al. 2009a and 2009e). For the purposes of the eligibility evaluations, it incorporates by reference and the Historic Contexts included in Volume I of those reports. The

effects assessment updates and refines the analysis presented in the *Environmental Consequences Report, Cultural Resources* for the DEIS/DEIR (PAL and VHB 2009).

1.5 Project Personnel

The historic resources intensive survey for the South Coast Rail Project Preferred Alternative was conducted from November 2012 to January 2013. PAL staff involved in the survey included Deborah Cox (project manager); Virginia H. Adams (senior architectural historian); John J. Daly (industrial historian); and Jenny Fields Scofield, Kathleen M. Miller, and Quinn R. Stuart (architectural historians). The staff was assisted by Allison Cahoon (assistant architectural historian). All project supervisory personnel meet the professional qualification standards as outlined in the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716).

1.6 Disposition of Project Materials

All project information (field recording forms, maps, photographs) is currently on file at PAL, 26 Main Street, Pawtucket, Rhode Island.

2

Methodology

2.1 Project Goals

The purpose of the historic resources intensive survey is to identify all historic properties (those properties listed in or eligible for inclusion in the State and National Registers) within the APE of the South Coast Rail Project Stoughton Alternative and Whittenton Alternative. The USACE and MassDOT will use this information to determine the effects of the South Coast Rail Project Preferred Alternative on historic properties.

The specific tasks involved in the intensive survey were to:

- update information about historic properties that are National Historic Landmarks (NHL), or that are listed or determined eligible for listing in the State and National Registers that was in the cultural resources reports for the DEIS/DEIR (Adams et al. 2009a, 2009b, 200c, 2009d; Cherau et al. 2009a, 2009b);
- conduct an intensive survey and evaluation of historic resources identified for further study in the cultural resources reports for the DEIS/DEIR (Adams et al. 2009a, 2009b, 200c, 2009d; Cherau et al. 2009a, 2009b); and
- update and assess the effects of the project on all district and individual historic properties from the environmental consequences discussion for the DEIS/DEIR (PAL and VHB 2009; USACE 2011).

To achieve these goals, the strategies employed consisted of archival research, field survey, eligibility evaluation, and effects assessment. The intensive survey methodology included additional background research, field survey, and analysis to establish the integrity, historical context, and National Register significance criteria met for each resource. Intensive survey efforts included careful assessment and evaluation of area boundaries in defining eligible historic districts. The intensive survey is intended provide sufficient information for a Consensus Determination of Eligibility for listing in the National Register for areas/districts and individual properties.

2.2 Area of Potential Effect

As defined in the ACHP's regulations, the Area of Potential Effect (APE) for a project is the geographic area or areas within which an undertaking may directly, indirectly or cumulatively cause changes in the character of historic properties that make them eligible for listing in the National Register, if any such properties exist [36 CFR 800.2(c)]. A direct impact APE is established to include the geographic area in which historic properties would be altered or otherwise used by construction activities or impacts related to project operations. An indirect impact APE typically consists of a larger area where visual, auditory, pollution, vibration, and/or other types of environmental impacts resulting from an undertaking might affect the qualities for which a historic property is eligible or listed in the National Register.

The APE for the South Coast Rail Project was discussed in the cultural resources reconnaissance survey report for the DEIS/DEIR (Cherau et al. 2009a) and further defined by the USACE in the DEIS/DEIR Volume I, Chapter 4 – Affected Environment and Environmental Consequences (Section 4.8.1.2.) (USACE 2011). The historic resources intensive survey for the Preferred Alternative was conducted for properties within an APE defined as at least 400 feet from either side of the rail corridor center line, 250 feet from the perimeter of a proposed facility boundary, and 400 feet from a proposed grade crossing, road, or intersection centerline. The APE extends around the perimeter of historic districts. This APE addresses the potential for atmospheric, noise, physical modification or demolition, traffic, vibration, or visual (setting) impacts, which are factors with potential to cause effects to historic above-ground properties. Refer to previous project reports for further discussion on the APE. The South Coast Rail Project Preferred Alternative APE is shown on maps in Appendices B and C in this report.

2.3 Archival Research

Archival research built on the existing information collected, and the historic contexts written, for the South Coast Rail Project cultural resources reconnaissance survey (Adams et al. 2009e and Cherau et al. 2009a). Information on previously State and/or National Register listed or determined eligible properties was updated through review of the National Register Information System (NRIS) of the National Park Service (NPS) as well as the Inventory of the Historic and Archaeological Assets of the Commonwealth, the Massachusetts Cultural Resource Information System (MACRIS), and the National Register and State Register files maintained by the MHC. Other archival materials were collected and reviewed as appropriate to understand the history, construction dates, and specific historical context for areas/districts and individual properties. This information included local histories, historical maps and photographs, census data, town records, property histories, cultural resources management reports, and interviews. Sources consulted are referenced in the MHC Inventory forms prepared for the intensive survey.

Copies of the great majority of the National Register nominations and Inventory forms are available online through the NRIS (<http://www.nps.gov/nr/research/>) and MACRIS (<http://mhc-macris.net/>) websites, and are, therefore, not included as appendices to the report.

2.4 Field Survey

A walkover/drive-over field visit was conducted for each area/district and individual property in the intensive survey for the South Coast Rail Project Preferred Alternative APE. These resources included properties accessible from public ways, those not readily visible from public ways, and those accessed via rail corridors (CSX, MassCoastal and MBCT). A team of architectural historians visited most of the properties, and a team including an industrial historian visited properties with railroad, transportation, or industrial history and function. Visual information recorded about individual resources during the reconnaissance survey or on pre-existing MHC forms was updated and expanded upon. Notes were taken including massing, materials, scale, alterations, landscape features, and setting. Digital photographs were taken of all resources, their setting, and of streetscapes and key and representative buildings within areas/districts. Viewshed photographs toward the right-of-way were taken. All historic resources and area/district boundaries were recorded on aerial maps of the project area.

The 800 foot APE (400 feet from either side of the rail right-of-way centerline) was expanded in select locations to encompass the extent of identified areas. In these instances, individually significant historic properties located more than 400 feet from the right-of-way were included in the survey if they were within the identified areas. Historic railroad corridors within the proposed alternatives were also treated as survey areas and are listed in the respective area/district tables. Within those areas, noteworthy individual railroad-related structures (those that based on size, resource type, and age would be contributing to any potential district) are listed in the individual property tables for their respective alternatives.

2.5 Inventory Forms

Massachusetts inventory forms were completed for all properties in the historic resources intensive survey incorporating field and research information. Most properties were recorded in new forms. A few properties have recent, well documented forms that were updated with new photographs on continuation sheets.

2.6 National Register Criteria for Evaluation

The State and National Register eligibility evaluation of properties in the intensive survey used the National Register Criteria for Evaluation in order to evaluate the significance of historic resources and make a recommendation for State and National Register eligibility or ineligibility. Eligibility recommendations for the historic resources report were based on visual data collected during fieldwork, property specific research, the town historical context, and the

relevant property specific historic context. A National Register Eligibility Sheet was completed for each property found to be eligible.

The National Register criteria (36 CFR 60) are the standards for evaluating the significance of resources as established by the National Park Service (NPS), Department of the Interior. The criteria are designed to guide the evaluation of potential entries for the National Register. The NHL eligibility criteria (36 CFR Part 65.4) are similar to the National Register criteria, but apply to properties of national significance.

The National Register criteria state that, “the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose component may lack individual distinction; or
- D. that have yielded, or may be likely to yield information important in prehistory or history.

2.7 State Register of Historic Places

The State Register is maintained by the MHC as a comprehensive listing of the buildings, structures, objects, and sites that have received local, state, or national designations based on their historical or archaeological significance. It includes all properties that are NHLs, listed in the National Register, formally determined eligible by the NPS for inclusion in the National Register, local historic districts, local historic landmarks, and properties for which the MHC holds a preservation restriction.

2.8 Information Presentation

The survey results in Chapters 3 and 4 are presented north to south by rail corridor and community. In order to maintain consistency with the DEIS/DEIR studies, map identification numbers have not been changed. One new district/area and one new individual property, both in New Bedford, have been added. These are resources located within a larger area that was found during the intensive survey to be ineligible for the State and National Registers.

3

National Register and/or State Register Listed and Determined Eligible Properties

Chapter 3 presents information on the historic properties within the APE for the Preferred Alternative that were previously listed in or determined eligible for listing in the State and National Registers. One property, the Quechechan River Bridge in Fall River (Map ID FR.084) has been determined eligible through consensus by the MHC and MassDOT since the DEIS/DEIR survey, and has therefore been added to this group. A summary of the number of identified historic properties in each category – NHL, National Register listed, or National Register determined eligible – is presented in Table 3-1. All properties discussed in this chapter are listed in Appendix A, Table 3-2 and are shown on project maps in Appendices B and C. Photographs of these properties are included in Appendix D.

Table 3-1. Summary of National Register Listed and Determined Eligible Historic Properties.

City/Town	Historic Property Type	National Register Listed or Determined Eligible	Total For City/Town
Canton	Areas/Districts	1	3
	Individual Properties	2	
Stoughton	Areas/Districts	0	3
	Individual Properties	3	
Easton	Areas/Districts	2*	3*
	Individual Properties	1	
Raynham	Areas/Districts	0	0
	Individual Properties	0	
Taunton	Areas/Districts	4	26
	Individual Properties	22	
Berkley	Areas/Districts	0	0
	Individual Properties	0	
Lakeville	Areas/Districts	0	0
	Individual Properties	0	
Freetown	Areas/Districts	1	2
	Individual Properties	1	

New Bedford	Areas/Districts	2	5
	Individual Properties	3	
Fall River	Areas/Districts	9	20
	Individual Properties	11	
Totals	Areas/Districts	19*	62*
	Individual Properties	43	

* Includes one district designated as a National Historic Landmark.

3.1 Canton Summary of Historic Properties

The following are descriptions of the districts and individual properties identified during the survey in Canton as either listed in or determined eligible for listing in the National Register. No properties within the APE in Canton have been designated as National Historic Landmarks (NHLs).

A review of NRIS and MHC records conducted during the archival research phase of the survey indicated that two individual properties and one historic district within the APE have been previously determined eligible for National Register listing by the MHC. No districts or individual properties have been listed in the National Register.

3.1.1 Historic Districts

3.1.1.1 Canton Center Area (Map No. Ca.H)

The Canton Center Area (MHC No. CAN.L) is located adjacent to the Stoughton Line right-of-way at Canton Center Station. The area was determined eligible for National Register listing as a historic district in 1991 by the MHC, which indicated that more information was needed to complete a nomination and determine boundaries (MHC 1991; Viens 1993). Canton Center is encompassed in the Washington Street Commercial and Institutional Area (Map No. Ca.C), which is eligible for National Register listing and is discussed in Chapter 4 – Intensive Survey and National Register Eligibility Results.

3.1.2 Individual Properties

3.1.2.1 Canton Public Library (Map No. Ca.006)

The Canton Public Library (MHC No. CAN.078) is located at 786 Washington Street, approximately 600 feet north of the Stoughton Line right-of-way, within the Canton Center and Washington Street Commercial and Institutional areas. It is a one-story, cruciform-plan building constructed in 1901, with later additions within three arms of the cross. It has a hipped copper roof with shallow dome, limestone and brick walls, and a projecting entryway, all with elaborate Classical details. The library was designed by the noted Boston architectural firm

Winslow and Bigelow, and is unique in Canton for its architectural style and quality of design and materials. In 2001, the MHC determined that the building is eligible for individual listing in the National Register at the local level under Criteria A and C for its associations with the development of the Canton municipal library system and as a well-preserved example of a Classical Revival-style library.

3.1.2.2 Forge Pond Railroad Bridge (Map No. Ca.007)

The Forge Pond Railroad Bridge (ca. 1845, 1887, 1890) (MHC No. CAN.906) carries the Stoughton Line right-of-way over a short waterway connecting Forge Pond and Kinsley Pond. The single span stone arch and reinforced concrete bridge measures 32 feet long overall with a 17 foot wide barrel arch. It is divided into two sections. The 28 foot-long rubble stone arch west section was constructed by the Stoughton Branch Railroad in 1845. In 1887, the Boston & Providence Railroad, which had by then acquired the line, strengthened the arch with a lining of unreinforced concrete using what was known as the “Beton Process.” This specialized concrete and application had been developed in France in 1856 and used in the United States for after ca. 1870. When the Stoughton Line was double tracked in 1809 the bridge was extended east 13 feet using conventional granite block masonry construction. The Forge Pond Railroad Bridge was surveyed in 1988 and recommended eligible for listing in the National Register as one of the earliest examples of the use of concrete to strengthen a stone arch (Stott 1988). It has since been added to MassDOT’s Historic Bridge Inventory and has been determined eligible through consensus of the MHC and MassDOT (MassDOT 2012). It meets National Register Criterion C at the local level as an unusual example of the Beton process and an early use of concrete for structural purposes (MassDOT 2012).

3.2 Stoughton Summary of Historic Properties

The following are descriptions of the areas/districts and individual properties identified during the survey in Stoughton as either listed in or determined eligible for listing in the National Register. No properties within the APE in Stoughton have been designated as NHLs.

A review of NRIS and MHC records conducted during the archival research phase of the survey indicated that no districts and three individual properties within the APE have been listed in the National Register or previously determined eligible.

3.2.1 Individual Properties

3.2.1.1 Stoughton Town Hall (Map No. St.023)

The Stoughton Town Hall (MHC No. STG.12) is located at 10 Pearl Street, approximately 400 feet northeast of the Stoughton Line right-of-way and 600 feet from Stoughton Station. The town hall is a two-story, five-bay-wide, brick, Romanesque Revival style building designed by Samuel J.F. Thayer of Boston and constructed in 1881. The building is in good condition and

retains its original mass, architectural ornamentation, and materials. Known alterations are limited to the removal of a porte cochère. The Stoughton Town Hall was determined eligible for National Register listing by the MHC in 1988 (MHC 1988). It meets Criteria A and C at the local level for its association with the late-nineteenth-century development of Stoughton and as a high style example of Victorian period public architecture, designed by notable Boston architect Samuel J.F. Thayer (Holmes 1968; Petruzzo 1988). The town hall is also located within the National Register eligible Downtown Stoughton Area (Map No. St.B).

3.2.1.2 Stoughton Old Colony Railroad Station (Map No. St.025)

The Stoughton Old Colony Railroad Station (MHC STG.44) is located at 45-47 Wyman Street at the Wyman Street railroad crossing, and serves the Stoughton Line. The station is a Romanesque Revival style granite building with a slate shingled roof, clock tower, and front portico. It was designed by Charles Brigham, architect of the Classical Revival style addition to the Massachusetts State Capitol, and constructed in 1888. The station is in good condition and is essentially unaltered. The Stoughton Old Colony Railroad Station was listed in the National Register in 1973, under Criteria A and C at the local level. It meets Criterion A for its association with the nineteenth century expansion of the railroad network in Southeastern Massachusetts and as a prominent historic public building in Stoughton. Under Criterion C, the building is significant as the only surviving example of a historic railroad station with a tower in Massachusetts, as an important example of the work of Charles Brigham, and as a well-preserved example of the Romanesque Revival style (Lebovich 1973; Petruzzo 1987b).

3.2.1.3 Lucius Clapp Memorial Library (Map No. St.026)

The Lucius Clapp Memorial Library (MHC No. STG.11) is located at 6 Park Street, approximately 600 feet northeast of the Stoughton Line right-of-way at Stoughton Station and the Wyman Street crossing. The library is a one-story, three-bay-wide, Classical Revival style brick building designed by Walter Atherton and constructed in 1903. It retains its original slate roof, granite foundation, and Indiana limestone trim as well as its characteristic Classical details, including arched windows with keystones, and a pedimented entrance portico with paired columns. A plaque on the building (MHC No. STG.900) commemorates the property as the site of the first public schoolhouse in Stoughton. The Lucius Clapp Memorial Library was listed in the National Register in 1992 at the local level under Criteria A and C for its associations with the development of Stoughton and as a well-preserved example of the Classical Revival style as applied to civic structures (Petruzzo 1992). It is also located within the National Register eligible Downtown Stoughton Area (Petruzzo 1987a; Map No. St.B).

3.3 Easton Summary of Historic Properties

The following are descriptions of the areas/districts and individual properties identified during the survey in Easton as either listed in or determined eligible for listing in the National Register.

The H.H. Richardson Historic District of North Easton, which is an NHL, is also discussed below.

A review of NRIS and MHC records conducted during the archival research phase of the survey indicated that two districts and one individual property within the APE have been listed in the National Register or previously determined eligible. Of these, one district has been designated as an NHL.

3.3.1 National Historic Landmarks (Districts and Individual Properties)

3.3.1.1 H.H. Richardson Historic District of North Easton NHL (Map No. Ea.D)

The H.H. Richardson Historic District of North Easton is a discontinuous NHL district of five properties containing Richardson Romanesque style buildings designed by Henry Hobson Richardson: the Oliver Ames Free Library (1877), Oakes Ames Memorial Hall (1879), Ames Gate Lodge (1880) and Ames Gardener's Cottage (1884) at Langwater, and the Old Colony Railroad Station (1881). The library and memorial hall are located on Main Street, approximately 400 feet west of the proposed Easton Village Station on the Stoughton Line, and the Old Colony Railroad Station is located immediately north of the proposed station abutting the rail right-of-way. The gate lodge and cottage on the Langwater property are located off Elm Street, 0.3 miles east of the Stoughton Line right-of-way. H.H. Richardson designed all five buildings under commission from the grandchildren of Oliver Ames, founder of the Ames Shovel Company, and they are all within the North Easton Historic District (described below). Frederick Law Olmsted designed the landscape of the Ames Gate Lodge and Gardener's Cottage property, and the Oakes Ames Memorial Hall, which includes a park across Main Street known as The Rockery/Olmsted Memorial Cairn.

The H.H. Richardson Historic District of North Easton was designated as an NHL in 1987 and possesses national significance under Criterion C as an important collection of Richardson's work, and for the integration of Richardson's buildings within landscape settings designed by Frederick Law Olmsted. The properties within the H.H. Richardson Historic District also meet National Register Criterion A at the local level as part of the North Easton Historic District (Pitts 1991). The Old Colony Railroad Station is additionally listed in the National Register as an individual property (Wardwell 1973; see description below).

3.3.2 Historic Districts

3.3.2.1 North Easton Historic District (Map No. Ea.B)

The North Easton Historic District (MHC No. EST.E and EST.B) is a 500-acre area that encompasses the Stoughton Line right-of-way between Main and Elm streets, and the proposed Easton Village Station. The district includes approximately 160 buildings and six landscapes that date from the late eighteenth to the early twentieth century. The Ames Company Shovel

Shop complex located adjacent to the proposed Easton Village Station contributes to the physical core of the district and generated the economic and land use stimulus that caused the majority of the historic development of the area. The district consists primarily of former Ames Company mill buildings that were originally connected to the extant millponds and the railroad; streets of worker housing; peripheral estates of Ames family members; and high style civic buildings, of which many were commissioned by the Ames family. The North Easton Historic District was listed in the National Register under Criteria A and C in 1972 for its associations with the Ames family, development of North Easton, and local rail-served industry; and for its excellent collection of eighteenth- and nineteenth-century architecture and landscape design, which includes the work of Henry Hobson Richardson and Frederick Law Olmsted (Brown 1972).

The documentation for the North Easton Historic District does not contain a comprehensive inventory of contributing and non-contributing resources within it or a description of the character-defining features of the setting, and does not elaborate upon the district's multiple themes of significance. For these reasons, other evaluations of the district or specific features within it have been completed as needed and all historic properties and landscape settings within the district should be considered as potentially contributing resources. An MHC area form was completed for the Queset-Main Street Area (MHC No. EST.R) in 2003 as a proposed amendment to the district that identifies the significance of the cultural landscape comprised by the properties along the west side of Main Street. There are additionally five properties within the district that have state preservation restrictions. The Stoughton Line right-of-way (is not identified as a contributing element of the North Easton Historic District. However, the track structure – including bridges, cuts and fills, retaining walls, and signal infrastructure – is important to the setting of the district, particularly the Ames Company Shovel Shop complex, and to the setting of the Old Colony Railroad Station (Map No. Ea.003), which is part of the H.H. Richardson Historic District of North Easton NHL (Pitts 1991; see above).

3.3.3 Individual Properties

3.3.3.1 Old Colony Railroad Station (Map No. Ea.003)

The Old Colony Railroad Station is located on the east side of the Stoughton Line right-of-way between the Oliver Street grade crossing to the north and the proposed Easton Village Station to the south. The station was constructed in 1881 and exhibits a number of hallmarks of H.H. Richardson's Richardsonian Romanesque architectural style, including a flared hip roof with large wooden support brackets, granite construction with brownstone trim, and large, segmental arch windows on the center bays of each side elevation. The wood framing members of the windows and support timbers under the porte cochère are decorated with carvings of snarling wolves' heads. The ticket window on the west side of the building projects out in a semicircular bay, and is glazed with fixed curved panes and multiple "bull's-eye" panes. The building is currently owned by the Town of Easton and houses the collections and offices of the Easton Historical Society. The North Easton Railroad Station was individually listed in the

National Register in 1972, and is a contributing property in the H.H. Richardson Historic District NHL and the North Easton Historic District. The building individually meets National Register Criteria A and C at the national level for its associations with the historic transportation system and development of North Easton and the Ames family, and as a prominent example of H.H. Richardson's architectural design (Wardwell 1971).

3.4 Raynham Summary of Historic Properties

A review of NRIS and MHC records conducted during the archival research phase of the survey indicated that no districts or individual properties within the APE in Raynham have been designated as NHLs, listed in the National Register, or previously determined eligible.

3.5 Taunton Summary of Historic Properties

The following are descriptions of the areas/districts and individual properties identified during the survey in Taunton as either listed in or determined eligible for listing in the National Register. A discussion of one Local Historic District (LHD) is also included below.

A review of NRIS and MHC records conducted during the background research phase of the survey indicated that 4 districts and 22 individual properties within the APE have been listed in the National Register or previously determined eligible. No districts or individual properties have been designated as NHLs.

3.5.1 Historic Districts

3.5.1.1 Taunton Multiple Resource Area (MRA) (Map No. Ta.C)

The Taunton MRA (MHC No. TAU.P) includes 5 National Register Historic Districts and 87 properties individually listed in the National Register. The boundaries of this National Register MRA are the city limits of Taunton. The South Coast Rail project APE for the preferred alternative encompasses 1 historic district and 19 individual properties included in the Taunton MRA. These resources are the Whittenton Mill Complex (Map No. Ta.G), Dean-Hartshorn House (Map No. Ta.018), Old Colony Railroad Station (Map No. Ta.019), William Woodward House (Map No. Ta.020), Charles R. Atwood House (Map No. Ta.021), Theodore Dean House (Map No. Ta.022), C.J. H. Bassett House (Map No. Ta.023), Abiezar Dean House (Map No. Ta.028), Neck of Land Cemetery (Map No. Ta.029), N.S. Mason House (Map No. Ta.181), St. Thomas Episcopal Church (Map No. Ta.208), McKinstrey House (Map No. Ta.209), Henry G. Brownell House (Map No. Ta.211), Lord-Baylies-Bennet House (Map No. Ta.245), Samuel Washburn House (Map No. Ta.246), Samuel Colby House (Map No. Ta.254), Sarah A. Haskins House (Map No. Ta.259), J.C. Bartlett House (Map No. Ta.266), Albert Field Tack Works (Map No. Ta.293) and the William Lawrence House (Map No. Ta.309) described below. The Taunton MRA includes residential, civic, commercial, and industrial resources constructed throughout Taunton from the mid-eighteenth through mid-twentieth centuries that are associated with the

city's historical development, significant local historical figures, and major industries. The MRA also encompasses known archaeological sites in Taunton, associated with prehistoric, PaleoIndian use of the Taunton River drainage basin. The Taunton MRA was listed in the National Register in 1983 and meets Criteria A, B, C, and D. All of the historic resources within the South Coast Rail project APE that were included in the Taunton MRA meet National Register Criteria A and C at the local level for associations with local development or industry, and as important examples of their respective architectural types and styles, or cemetery design (Fitch 1984).

3.5.1.2 Whittenton Mill Complex (Map No. Ta.G, Ta.C)

The Whittenton Mill Complex (MHC No. TAU.T) is located in the village of Whittenton in a rectangular area bounded by the Whittenton Branch right-of-way on the Whittenton Alternative to the east, Whittenton Street to the south, and the Mill River to the west. The property is an approximately 20-acre industrial complex containing 10 major attached and freestanding brick and wood-frame industrial buildings dating from ca. 1858 to 1895. The buildings are grouped around a mill yard facing the Mill River. Most of them are variations on the industrial "loft," with flat roofs, brick walls with segmental arch windows, and fire-resistive interior post and beam construction. A number of lesser, later, noncontributing buildings are located at the north end of the property. Industrial activity began here with establishment of an iron forge, and nail and cotton spinning factories (not extant) in the seventeenth and early nineteenth century. The extant Whittenton Mills complex was Taunton's largest and longest-lived textile operation. The Whittenton Mill buildings and select residences in the mill village were surveyed in 1979 and the mill complex was surveyed again in 1980. The Whittenton Mill Complex was listed in the National Register as a Historic District in 1984 as part of the Taunton MRA. The National Register historic district does not include any of the worker housing adjacent to the mill (Fitch 1984; see Map No. Ta.F described below).

3.5.1.3 Massachusetts State Hospitals and State Schools Multiple Property Submission (MPS) (Map No. Ta.R)

The Massachusetts State Hospitals and State Schools Multiple Property Submission (MHC No. TAU.AD) includes 14 state hospital and school campuses listed in the National Register and one historic district determined eligible for National Register listing. The boundaries of this MPS are the limits of the Commonwealth of Massachusetts and the 15 historic districts in the MPS are located in 19 municipalities throughout the state. The South Coast Rail project APE encompasses one of these resources, the Taunton State Hospital Historic District (Map No. Ta.S) along the Attleboro Secondary portion of the Whittenton Alternative. The Commonwealth of Massachusetts created an extensive institutional system between 1830 and 1940 in an effort to assume responsibility for the disadvantaged. During this timeframe, the state constructed approximately 31 facilities used to operate programs for the poor, sick, mentally ill or handicapped, and criminally inclined. These facilities included 13 psychiatric hospitals, three schools and one farm for the mentally handicapped, four juvenile reform schools, three

almshouses, four tuberculosis sanatoriums, and institutions of crippled children, alcoholics, and laboratory research. The Massachusetts State Hospitals and State Schools MPS was listed in the National Register in 1993. All of the historic districts included in the MPS and meet National Register Criteria A and C at the state level for their associations with the development of the state public health system and as examples of historic institutional campuses. Some of the districts additionally meet Criterion B for associations with notable historic figures in the health profession, Criterion C as an example of a notable architect or landscape architect, or Criterion D for the potential to yield information about the pre-contact or historic periods (Friedberg 1993).

3.5.1.4 Taunton State Hospital Historic District (Map No. Ta.S)

The edge of the Taunton State Hospital Historic District (MHC No. TAU.AE) is located approximately 300 feet northeast of the Attleboro Secondary right-of-way near the Danforth Street grade crossing and across from the proposed new Dana Street station on the Whittenton Alternative. The district consists of a 125-acre insane asylum campus established in 1851 and developed between 1851 and 1960 with approximately 40 Renaissance Revival, Classical Revival, Colonial Revival, Stick, and vernacular style buildings. The complex retains a portion of its original plan designed by Elbridge Boyden of Boyden and Ball, conceptualized from Dr. Thomas Kirkbride's 1847 textbook. Kirkbride recommended that hospitals be designed with a massive, central building surrounded by landscaped pastoral grounds with support buildings located behind the main building. This facility was continually expanded as the patient population increased, and includes buildings designed by the firms of Hartwell and Swasey; Swasey and Stephenson; Kendall, Taylor, and Company; Cram and Ferguson; and Hollis, French, Allen, and Hubbard. The Taunton State Hospital was listed in the National Register as part of the Massachusetts State Hospitals and State Schools MPS in 1993. It meets National Register Criteria A and C at the state level for its associations with the development of the state public health system, and as an example of an institutional campus designed by notable local and national architects to accommodate functional requirements recommended by leaders in the health professions. The potential significance of the district under Criterion D is described in the National Register nomination and is associated with a pre-contact village site and an eighteenth- and nineteenth-century farm located in the area prior to the construction of the hospital (Friedberg 1993). Recent demolition of buildings, including the main Kirkbride-designed hospital, and other changes have occurred at the Taunton State Hospital that may have affected the property's integrity. A comprehensive reevaluation of the Taunton State Hospital National Register eligibility may be warranted, but is outside of the scope of the effort for the South Coast Rail Project.

3.5.2 Individual Properties

3.5.2.1 Dean-Hartshorn House (Map No. Ta.018, Ta.C)

The Dean-Hartshorn House (MHC No. TAU.51) is located at 68 Dean Street, approximately 600 feet east of the Stoughton Line right-of-way. The building is a rectangular, three-bay by five-bay, two-and-one-half story Georgian style house constructed ca. 1798. It retains historic clapboard siding, brick end walls with four chimneys, and a Classical entrance surround with a pediment, fanlight, and pilasters. Alterations include an early-twentieth-century rear addition and installation of Georgian Revival dormers on the roof. This was the first house owned by Abiezar Dean, on property originally owned by the Dean family who were early settlers of Taunton and founders of the Taunton Iron Works in 1657. The Dean family owned the house until 1883 and it was purchased by George Hartshorn in 1905. The Dean-Hartshorn House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the settlement and development of Taunton and as an example of the Georgian architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.2 Old Colony Railroad Station (Map No. Ta.019, Ta.C)

The Old Colony Railroad Station (MHC No. TAU.45) is located on the west side of the Stoughton Line right-of-way between the Dean Street railroad crossing and the proposed Taunton Station. The building is a one-and-one-half-story brick structure with a cross-gabled roof with paired eave brackets, and corbelled walls with granite trim. It retains the majority of its historic design and materials, with the exception of two contemporary additions on its west elevation. The station was constructed in 1876 adjacent to the former Old Colony Iron Works as a result of lobbying on the part of the company's owner, Samuel Crocker, and is the last remaining passenger railroad station standing in Taunton. The Old Colony Railroad Station was listed in the National Register in 1984 as part of the Taunton MRA. The station is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.G).

3.5.2.3 William Woodward House (Map No. Ta.020, Ta.C)

The William Woodward House (MHC No. TAU.44) is located at 117 Arlington Street, approximately 200 feet west of the Stoughton Line right-of-way, near the Dean Street crossing and the proposed Taunton Station. The building is a five-bay-wide Federal style house constructed ca. 1830 with a hip roof, brick end walls with chimneys, clapboard siding, and wood quoin trim. The house was originally located on Dean Street, where it was used as a depot by the Old Colony and Newport Railroad from 1866-1881. The William Woodward House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the residential development of Taunton and as a well-preserved example of the Italianate architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.4 Charles R. Atwood House (Map No. Ta.021, Ta.C)

The Charles R. Atwood House (MHC No. TAU.41) is located at 30 Dean Street, approximately 400 feet west of the Stoughton Line right-of-way, near the Dean Street railroad crossing. It is an L-plan, two-and-one-half story, Italianate style, wood-frame house constructed ca. 1850. Owner Charles Atwood was a treasurer for the Phoenix Manufacturing Company, and author of *Reminiscences of Taunton*. The Charles Atwood House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the residential development of Taunton and as a well-preserved example of the Italianate architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.5 Theodore Dean House (Map No. Ta.022, Ta.C)

The Theodore Dean House (MHC No. TAU.40) is located at 26 Dean Street, approximately 500 feet west of the Stoughton Line right-of-way. The building is a two-and-one-half story, wood-frame house constructed in 1866 for Theodore Dean, who was a president of the Bristol County Bank and the Taunton Crucible Company, and a director of the Eagle Cotton Mill. The house retains the majority of its historic design and materials, including a hip roof with multiple dormers, a central gabled pavilion, clapboard siding, and a full width front porch with bracketed posts. The Theodore Dean House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the development of Taunton and as a well-preserved example of mid-nineteenth-century residential architecture. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.6 C.J. H. Bassett House (Map No. Ta.023, Ta.C)

The C.J. H. Bassett House (MHC No. TAU.27) is located at 20 Chestnut Street, approximately 950 feet west of the Stoughton Line right-of-way. The building is an irregular-plan, two-and-one-half story, Gothic Revival style wood-frame house constructed in 1851 for C.J. H. Bassett, who was a prominent local attorney and a president of the Taunton Bank. The house retains the majority of its original design and materials, including a deeply overhanging belcast gable roof with deep eaves and prominent vergeboards, hooded gables, and wide roofed porches with bracketed posts. The C.J. H. Bassett House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the residential development of Taunton and as a rare example of the Gothic Revival architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.7 Abiezar Dean House (Map No. Ta.028, Ta.C)

The Abiezar Dean House (MHC No. TAU.63) is located at 57 Summer Street, approximately 800 feet west of the Stoughton Line right-of-way. The building is a five-bay-wide, two-story, Federal style wood-frame house constructed ca. 1835. It was the second home of Abiezar Dean, who purchased the land from Simeon Doggett in 1833. The building is relatively unaltered and retains its original central hall plan, shallow ridge hip roof, brick end chimneys, prominent dentil molding, clapboard siding, and a Classical entrance with an elliptical fanlight, pilasters and sidelights. The Abiezar Dean House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the settlement and development of Taunton and as a well-preserved example of the Federal architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.8 Neck of Land Cemetery (Map No. Ta.029, Ta.C)

The Neck of Land Cemetery (MHC No. TAU.804) is located on Summer Street, approximately 100 feet west of the Stoughton Line right-of-way. The property is Taunton's oldest burial ground and contains graves of many of Taunton's early prominent figures. Its oldest stones are those of Elizabeth Smith (d.1687) and Demares Smith (d.1689). It contains two other seventeenth-century stones, 83 from the eighteenth century, and 36 from the nineteenth century, with the most recent dating from 1889. The Neck of Land Cemetery was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the settlement and development of Taunton and for its collection of late-seventeenth to late-nineteenth-century gravestones (Fitch 1984). The cemetery is also located within the National Register eligible Taunton Center Area (Map No. Ta.B).

3.5.2.9 Cohannet Mills No. 3 (Map No. Ta.089)

The Cohannet Mills No. 3 (MHC Nos. TAU.297, 609, 735, 736) is located at 120 Ingell Street, approximately 400 feet southwest of the Attleboro Secondary right-of-way on the Stoughton Alternative near the Ingell Street railroad crossing. The building is a rectangular, 426-foot by 107-foot, multi-bay, brick loft constructed in 1890 with a flat roof, segmental arch windows, a granite block foundation, and slow-burning interior construction. A boiler/engine house with a round brick chimney is attached to the west side of the building. Mill No. 3 is the only survivor of three cotton spinning plants built in Taunton by Cohannet Mills. The mill was recently rehabilitated into 64 loft apartments. The Cohannet Mills No. 3 was individually listed in the National Register in 2006 at the local level under Criteria A and C for its associations with Taunton's textile industry and as an intact example of late-nineteenth-century industrial architecture (Siergiej 2006).

3.5.2.10 N.S. Mason House (Map No. Ta.181, Ta.C)

The N.S. Mason House (MHC No. TAU.494, TAU.P) is located in the Taunton MRA (Map No. Ta.C) approximately 600 feet southwest of the Attleboro Secondary right-of-way at 58 Tremont Street. The building is a two-and-one-half-story, wood-frame, front gabled, Italianate style house constructed circa 1865. It retains its historic overhanging eaves with brackets and gable returns, clapboard siding, paired round arched gable windows, protruding lintels, and a wrap-around porch. The N.S. Mason House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century development of Taunton and as an example of the Italianate style. The house is also located within the National Register eligible Tremont Street Area (Winters 1979c; Map No. Ta.T).

3.5.2.11 St. Thomas Episcopal Church (Map No. Ta.208, Ta.C)

The St. Thomas Episcopal Church property (MHC No. TAU.213, TAU.P) is located at 111-115 High Street, approximately 400 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative near the Porter Street grade crossing. The building is a Gothic Revival style stone church with a basilica plan designed by Richard Upjohn and constructed between 1857 and 1859. The church retains coursed granite walls, limestone trim, buttresses, pointed arch windows, and round stained glass clerestory windows. The St. Thomas Episcopal Church was listed in the National Register at the local level under Criteria A and C, as part of the 1984 Taunton MRA, for its associations with the nineteenth-century development of Taunton and as a well-preserved institutional example of the Gothic Revival style and the work of Richard Upjohn. The church also meets Criteria Consideration A, as a religious property that derives its significance from architectural distinction or historical importance. The property's potential state or national-level significance as an example of Richard Upjohn's work has not been assessed (Winters 1979d).

3.5.2.12 McKinstrey House (Map No. Ta.209, Ta.C)

The McKinstrey House property (MHC No. TAU.214, TAU.P) is located approximately 400 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative near the Porter and Cohannet Street grade crossings, at 115 High Street. The building is a two-story, five-bay by two-bay, Georgian style brick house constructed circa 1760. It retains its original symmetrical design, historic hip roof with four interior end chimneys, clapboard siding on the facade, and central entrance with a broken pediment and fanlight. The house is currently used as the St. Thomas Episcopal Church rectory. The McKinstrey House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the eighteenth-century development of Taunton and as a well-preserved domestic example of the Georgian style (Winters 1979e).

3.5.2.13 Henry G. Brownell House (Map No. Ta.211, Ta.C)

The Henry G. Brownell House property (MHC No. TAU.216, TAU.P) is located approximately 400 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Porter, Cohannet and Winthrop street grade crossings, at 119 High Street. The house is a two-and-one-half story, three-bay-wide, Classical Revival style, wood-frame building constructed by local builder L.M. Witherell for Henry G. Brownell in 1893. The house retains its historic gambrel roof, central entrance and pedimented bay, ionic corner pilasters, and flat-roofed entrance porch supported by ionic columns. The building is currently used as the Taunton Lodge of Elks No. 150. The Henry G. Brownell House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the late-nineteenth-century development of Taunton and as a well-preserved domestic example of the Classical Revival style (Winters 1979f).

3.5.2.14 Lord-Baylies-Bennett House (Map No. 245, Ta.C)

The Lord-Baylies-Bennett House (MHC No. TAU.360, TAU.P) is located approximately 150 feet northeast of the Attleboro Secondary right-of-way on the Whittenon Alternative near the Winthrop Street grade crossing, at 66 Winthrop Street. The house is a one-and-one-half story, five-bay-wide, stone, Greek Revival style building constructed in 1831 with a portico. It retains its historic, low-pitched front gable roof with four interior brick chimneys, floor length rectangular window openings, stone lintels, and a central entrance with a transom and side lights. The portico has recessed panels on the cornice and is supported by 12 Doric columns. The house was built for Taunton's postmaster, Joseph L. Lord and is currently used as a Masonic lodge. The Lord-Baylies-Bennett-House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the early-nineteenth-century development of Taunton and as a well-preserved, high style example of the Greek Revival style (Winters 1979g).

3.5.2.15 Samuel Washburn House (Map No. 246, Ta.C)

The Samuel Washburn House (MHC No. TAU.361, TAU.P) is located at 68 Winthrop Street and abuts the northeast side of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Winthrop and Cohannet street grade crossings. The house is a two-story, three-bay by two-bay, Italianate style stone villa constructed circa 1860 for Samuel Washburn, a local houseware and hardware businessman. The house retains its original near-flat hipped roof with deep overhanging eaves, stuccoed walls, and a cornice line belt course. Oversized rectangular window openings with bracketed hoods and a recessed round-arched central entrance define the facade. The Samuel Washburn House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century development of Taunton and as a well-preserved, high style, domestic example of an Italianate villa as expressed in an urban neighborhood of Taunton (Winters 1979h).

3.5.2.16 Samuel Colby House (Map No. 254, Ta.C)

The Samuel Colby House (MHC No. TAU.362, TAU.P) is located approximately 150 feet southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative near the Winthrop Street grade crossing, at 74 Winthrop Street. The house is a two-story, three-bay by four-bay Italianate style, stone and stucco mansion constructed circa 1869 for local clothing manufacturer, Samuel Colby. The building retains its original flat roof with a rectangular belfry, overhanging bracketed eaves, rectangular window hoods; and a full-width, one-story Stick style porch. The Samuel Colby House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century development of Taunton and as a well-preserved, high-style example of the Italianate style (Winters 1979i).

3.5.2.17 Sarah A. Haskins House (Map No. Ta.259, Ta.C, Ta. D, Ta.V)

The Sarah A. Haskins House (MHC No. TAU.231, TAU.P, TAU.I) is located approximately 400 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 18 Harrison Street. The house is a two-and-one-half story, three-bay-wide, Italianate style, wood-frame house was constructed circa 1852 with a front gable roof and stone foundation. The Sarah A. Haskins House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century residential development of Taunton and as a well-preserved example of domestic architecture transitioning between the Greek Revival and Italianate styles. The building has since been altered through the installation of vinyl siding, construction of continuous shed dormers, conversion of the round arched gable window opening into a rectangular opening, and removal of the gable returns. The property is also located within the National Register eligible High Street area which incorporates the surveyed Harrison Street area (Winters 1979j; Map Nos. Ta.D and Ta.V).

3.5.2.18 Mount Pleasant Cemetery (Map No. Ta.262)

The Mount Pleasant Cemetery (MHC No. TAU.822) is located approximately 350 feet southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 19 Crocker Street. The cemetery encompasses an approximately 10-acre polygonal lot and contains more than 500 burials dating from 1710 through the mid-twentieth century. The oldest burials were originally part of the John King family cemetery, which was acquired when the Mount Pleasant Cemetery was created in 1836. Taunton leaders pursued the establishment of a garden-style cemetery in the city following the establishment of the Mount Auburn Cemetery in Boston in 1831 and the Forest Grove Cemetery in Augusta, Maine in 1835. Joseph Wilbar, who served as a land surveyor and Registrar of Deeds, designed the garden style plan of the cemetery, which involved the integration of burial plots and meandering footpaths with the natural hilly topography and existing vegetation. The cemetery contains a variety of slate, granite, and

marble headstone types and the burial sites of numerous local historical figures, including industrial entrepreneurs. At least one-quarter of the plots in the cemetery are the burial sites of soldiers from the American Revolution, War of 1812, Civil War, Spanish-American War, World War I, World War II, and the Korean War. The Mount Pleasant Cemetery was listed in the National Register at the local level in 2002, under Criteria A and C for its associations with the development of Taunton, local industrialists, and American war soldiers; as an intact example of a garden style cemetery and possibly the third oldest garden cemetery in the country; and for its collection of early-eighteenth- through mid-twentieth-century funerary art (Crowley 1996).

3.5.2.19 J. C. Bartlett House (Map No. Ta.266, Ta.C)

The J. C. Bartlett House (MHC No. TAU.244, TAU.P) is located immediately southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative near the Winthrop Street grade crossing, at 12 Walnut Street. The house is a two-and-one-half-story, three-bay-wide, Second Empire style, wood-frame building constructed circa 1880. The house retains its original massing, mansard roof with pedimented dormers and brackets, clapboard siding, protruding rectangular lintels and a central entrance with a flat-roofed entrance porch supported by ionic columns. The J. C. Bartlett House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century residential development of Taunton and as a well-preserved, high style example of the Second Empire style (Winters 1979k).

3.5.2.20 Albert Field Tack Works (Map No. Ta.293, Ta.C, Ta.Y, Ta.D)

The Albert Field Tack Works (MHC No. TAU.163) is located approximately one-quarter mile northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 19 Spring Street. It is included in the survey because it is within the National Register eligible High Street area (Map No. Ta.D). The Albert Field Tack Works consists of a two-and-one-half story, three-bay-wide, Italianate style brick office constructed in 1868, attached to a two-story brick loft with an exterior stair tower. The office has a central, pedimented bay with a round arched entrance set within an entrance porch. The tower has a steeply pitched hip roof with pedimented dormers. Sharon industrialist, Albert Field purchased an extant carding mill on the site for use as a tack, brad, and nail factory, and subsequently erected the high-style office building. The Tack Works went out of business in 1902, after which the building was used as a church, by tenant industries, and as offices. The Albert Field Tack Works was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the local iron industries, the nineteenth-century industrial development of Taunton, and as an intact example of mid-nineteenth-century industrial architecture (Winters 1979l).

3.5.2.21 H. B. Lothrop Store (Map No. Ta.294, Ta.C, Ta.D)

The H. B. Lothrop Store (MHC No. TAU.284) is located approximately 500 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 210 Weir Street. The house is a two-and-one-half story, three-bay-wide Italianate style, wood frame building constructed circa 1855 with a front gable roof and clapboard siding. The store retains historic gable returns, protruding lintels, and spindled balustrade. The H. B. Lothrop Store was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century commercial development of Taunton and as an intact example of an Italianate style commercial building. The property is also located within the National Register eligible High Street area (Winters 1979m; Map No. Ta.D).

3.5.2.22 William Lawrence House (Map No. Ta.309, Ta.C)

The William Lawrence House (MHC No. TAU.334) is located approximately 400 feet southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 101 Somerset Avenue. The house is a two-and-one-half story, three-bay-wide, Second Empire style wood-frame mansion constructed circa 1870 by local carpenter Abel Burt for William Lawrence, who was employed as a salesman. The house retains its original mansard roof with a rectangular belfry, shallow brackets and dentils, and arched dormers; clapboard siding, rectangular windows with protruding lintels, and granite foundation. A one-story full-width porch extends across the facade and defines a central entrance with a round-arched opening. The William Lawrence House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the late nineteenth-century residential development of Taunton and as a well-preserved, high style example of a Second Empire style residence (Winters 1979n).

3.5.3 Local Historic Districts (State Register Only)

3.5.3.1 Church Green Local Historic District (See Map No. Ta.B)

The Church Green LHD (TAU.AC) intersects the Stoughton Line right-of-way at the Dean Street railroad crossing. It encompasses approximately 87 properties located on Church Green, and Dean, Summer, Chestnut, Elm, and Arlington streets. The properties were developed for civic, religious, commercial, and residential uses during the mid-seventeenth through mid-twentieth century. The area was surveyed in 1976 and only the portion of the area surrounding Church Green was listed in the National Register as the Church Green Historic District in 1978 (MHC 1978). The entire area that was surveyed in 1976 was designated as an LHD in 1979 (White 1976; MHC 1978). The Church Green LHD is encompassed within the National Register eligible Taunton Center Area, which is discussed below (Map No. Ta.B).

3.6 Berkley Summary of Historic Resources

A review of the National Register Information System (NRIS) and MHC records conducted during the background research phase of the survey indicated that no properties within the APE in Berkley have been listed in or previously determined eligible for listing in the National Register, or have been designated as NHLs.

3.7 Lakeville Summary of Historic Properties

A review of the National Register Information System (NRIS) and MHC records conducted during the background research phase of the survey indicated that no properties within the APE in Lakeville have been listed in or previously determined eligible for listing in the National Register, or have been designated as NHLs.

3.8 Freetown Summary of Historic Properties

The following are descriptions of the areas/districts and individual properties identified during the survey in Freetown as either listed in or determined eligible for listing in the National Register, as well as NHLs, if any exist.

A review of NRIS and MHC records conducted during the background research phase of the survey indicated that one district and one individual property within the APE in Freetown have been listed in the National Register or previously determined eligible. No properties have been designated as NHLs.

3.8.1 Historic Districts

3.8.1.1 Assonet Historic District (Map No. Ft.D)

One property in the southeast corner of the Assonet Historic District extends to the project right-of-way along the Fall River Secondary Line. This property was historically occupied by a cattle pound, sited on a high, rocky bluff. The district is a compact village center that developed at the crossroads of North and South Main, Water, and Elm streets. It includes 229 residential, commercial, and civic buildings constructed between approximately 1720 and the mid-twentieth century, in addition to historical stone arch bridges, a cemetery, and the remains of nineteenth-century industrial complexes associated with the local boat building and iron processing trades. The Assonet Historic District meets National Register Criterion A and C at the local level for its associations with the development of Freetown and as a well-preserved historic village center that exemplifies a range of architectural styles. The district was listed in the National Register in 1999 (Meltsner 1999a).

3.8.2 Individual Properties

3.8.2.1 Richmond Road/Maple Tree Crossing Bridge (Map No. Ft.009)

The Richmond Road/Maple Tree Crossing Bridge spans the Assonet River approximately 100 feet north of the Fall River Secondary Line right-of-way near the grade crossings at Richmond and Beechwood roads. The bridge is a 45-foot long, 20-foot wide, dry-laid stone structure with three segmental arch spans. It is one of two extant bridges constructed in Freetown between 1820 and 1824 and is adjacent to the ruins of the Assonet Saw Mill, constructed in 1870. The MHC determined the Richmond Road Bridge eligible for National Register listing in 1980 under Criterion C, as an early example of a dry-laid stone arched bridge (MHC 1980).

3.9 New Bedford Summary of Historic Resources

The following are descriptions of the areas/districts and individual properties identified during the survey in New Bedford as either listed in or determined eligible for listing in the National Register, as well as NHLs, if any exist.

A review of NRIS and MHC records conducted during the background research phase of the survey indicated that two districts and three individual properties within the APE have been listed in the National Register or previously determined eligible. No properties have been designated as NHLs.

3.9.1 Historic Districts

3.9.1.1 Acushnet Heights Historic District (Map No. NB.C)

The Acushnet Heights Historic District (MHC No. NBE.AB) is located west of the New Bedford Main Line right-of-way, where it crosses Acushnet Avenue. The district encompasses approximately 40 city blocks and is bounded by Summer, Weld, Purchase, Pope, County, and Robeson streets. The district is primarily residential, but includes Clasky Common Park and a cluster of commercial and industrial buildings along Purchase Street. The district first developed with estate properties and dispersed settlement in the first half of the nineteenth century and was later built up with dense blocks of worker housing, including a cohesive group of residences on Hazard and Austin courts and State and Pleasant streets built by the Wamsutta Company in 1868. The Acushnet Heights Historic District was listed in the National Register in 1989 under Criteria A and C at the local level, as an intact nineteenth-century neighborhood associated with the development of New Bedford (Kelly 1989).

3.9.1.2 Wamsutta Mills Historic District (Map No. NB.D, Photo Nos. 028 and 029)

The Wamsutta Mills Historic District (MHC No. NBE.L) encompasses approximately 60 properties located east and west of the New Bedford Main Line right-of-way where it crosses

Acushnet Avenue. The portion of the district east of Acushnet Avenue is comprised of the Wamsutta Mill complex, including the mill office building, weave shed, and Mill Numbers 4, 5, 6, and 7. The west portion of the district consists of associated worker housing located between Hazard, County, Austin, and Purchase streets. The Wamsutta Mills were established in 1847 as manufacturers of cotton cloth. The textile industry was a notable deviation from New Bedford's traditional maritime industrial base and later provided for New Bedford's growth into a regional manufacturing center after the decline of the whaling trade. The Wamsutta Mills Historic District was determined eligible for National Register listing in 1986. The district was listed in the National Register in 2008 under Criteria A and C at the local level for the architectural quality of its intact mill complex and worker housing and because of its significance as New Bedford's first textile mill (Dixon 2008).

3.9.1.3 Individual Properties

3.9.1.3.1 Belleville Warehouse Company Cotton Storage Building (Map No. NB.012)

The Belleville Warehouse is located on the east side of the New Bedford Main Line near the Nash Road railroad crossing. The massive 950-foot-long by 100-foot-wide, seven-story, reinforced concrete storage facility is minimally ornamented with parapets on the narrow elevations and pilasters between the window bays. Noted mill engineers C.R. Makepeace and Co. of Providence, Rhode Island designed the cotton storage warehouse to serve the New Bedford mills of William Whitman in 1916. The building has lost the majority of its original steel sash and a series of eight roof monitors, but otherwise retains a high degree of architectural and material integrity. The Belleville Warehouse was determined eligible for National Register listing by the Keeper of the National Register in 1987, under Criteria A and C at the local level. Under Criterion A, the Belleville Warehouse possesses important associations with the Whitman mills infrastructure and the early-twentieth-century New Bedford cotton industry. The building possesses significance under Criterion C as an intact example of a Makepeace and Co. concrete mill loft (MHC 1987).

3.9.1.3.2 Union Street Railway Car barn (Map No. NB.063)

The Union Street Railway Car barn is located west of the New Bedford Main Line right-of-way at 1959 Purchase Street in Weld Square. The Car barn is a Classical Revival style, two-story, brick structure designed by architect Louis Destremps and constructed in 1910. The building housed trolley cars historically used to transport manufactured goods along a street railway network. The Union Street Railway Car barn with its formerly attached 1897 Repair Shop (not extant) was individually listed in the National Register in 1978 under Criterion A at the local level. The building possesses important historical associations with railroad-related commercial and industrial development in New Bedford during the late nineteenth and early twentieth centuries. The Union Street Railway Car barn is also a contributing property to the Acushnet Heights Historic District, listed in the National Register in 1989 (Kelly 1989).

3.9.1.3.3 Dawson Building (Map No. NB.065, Photo No. 098)

The Dawson Building is located west of the New Bedford Main Line right-of-way at 1851 Purchase Street. The Dawson is a three-and-one-half-story, Classical Revival style, brick office building with cast-iron storefronts on the first floor. Local architect Samuel C. Hunt designed the structure in 1896 for Benjamin Dawson, a New Bedford mill employee, politician, businessman, and brewer. The Dawson Building possesses a high degree of architectural and material integrity and was individually listed in the National Register in 1982 under Criteria A and C at the local level. Under Criterion A, the building possesses important historical associations with local commercial and community activities at the turn of the twentieth century. Under Criterion C, the building is an intact local example of Samuel Hunt's work and retains one of few original cast-iron storefronts in the city. The Dawson Building is also a contributing property to the Acushnet Heights Historic District, listed in the National Register in 1989 (Frontiero 1983).

3.10 Fall River Summary of Historic Resources

The following are descriptions of the districts and individual properties identified during the survey in Fall River as either listed in or determined eligible for listing in the National Register, as well as NHLs, if any exist.

A review of NRIS and MHC records conducted during the background research phase of the survey indicated that 9 districts and 11 individual properties within the APE in Fall River have been listed in the National Register or previously determined eligible. Two of these districts are Multiple Property Submissions and one of the individual properties was determined eligible by MHC. No NHLs are located within the project APE.

3.10.1 Historic Districts

3.10.1.1 Fall River Multiple Resource Area (Map No. FR.C)

The Fall River Multiple Resource Area (MRA) includes five National Register Historic Districts, 90 properties individually listed in the National Register, and four districts and one individual property determined eligible for National Register listing (Frontiero 1983). The boundaries of this National Register Multiple Property Submission are the city limits of Fall River. The South Coast Rail project APE encompasses seven historic districts and six individual properties included in the Fall River MRA. These resources are the Border City Mills DOE (Map No. FR.E), Sagamore Mills No. 1 and 3 (Map No. FR.F), Sagamore Mill No. 2 (Map FR. G), Foster Spinning Company (Map No. FR.H), Narragansett Mills (Map No. FR. J), North Burial Ground (Map No. FR.K), American Printing Company – Metacomet Mill (FR.N), William Collins House (Map No. FR.005), North Christian Congregational Church (Map No. FR.006), Borden-Winslow House (Map No. FR.010), Squire William B. Canedy House (Map No. FR.012), Hathaway Brightman House (FR.026), and St. Joseph's Roman Catholic Church (Map No. FR.063), described below.

The Border City Mill No. 2 is individually listed in the National Register and is within the Fall River MRA as part of the Border City Mills DOE, but it was individually designated separately. The Fall River MRA includes residential, civic, commercial, and industrial resources constructed throughout Fall River from the mid-eighteenth through mid-twentieth centuries that are associated with the city's historical development, significant local historical figures, and major industries. The Fall River MRA was listed in the National Register in 1983 and meets Criteria A, B, and C. All of the mill complexes within the South Coast Rail project APE that were included in the Fall River MRA meet National Register Criteria A and C at the local level as physical expressions of the booming, late-nineteenth and early-twentieth-century local industries and as important examples of industrial architecture.

3.10.1.2 Border City Mills (Map No. FR.E, FR.C)

The Border City Mills complex is located on both sides of Weaver Street, between 100 and 700 feet west of the Fall River Secondary right-of-way. The complex was designed by local architect Josiah Brown and constructed between 1872 and 1889 adjacent to a railroad spur connecting the Fall River Branch Railroad to a wharf on the Taunton River. George T. Hathaway, S. Angier Chace, Chester W. Green, James A. Hathaway organized the Border City Mills for textile manufacturing. The extant district includes three brick mill lofts with attached boiler houses, and two one-story, storehouses. The Border City Mills complex was determined eligible for National Register listing at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the complex was recorded in the MHC Inventory as a district (MHC No. FLR.AL; Frontiero 1983). Mill No. 2, was separately listed in the National Register in 1990 and is counted as an individual property below.

3.10.1.3 Sagamore Mill Nos. 1 and 3 Complex (Map No. FR.F, FR.C)

The Sagamore Mill Nos. 1 and 3 Complex is located on both sides of Ace Street immediately west of the Fall River Secondary right-of-way. The district is comprised of two mill lofts with attached engine/boiler houses and several detached ancillary structures. The Sagamore Mills Company incorporated in 1872 to manufacture cotton print cloth. Mill No. 1 is a four-story, Romanesque Revival style, brick building constructed in 1888. Mill No. 3 is a three-story granite building constructed in 1907 with exterior stair towers at the corners. The Sagamore Mill Nos. 1 and 3 Complex was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the property was recorded in the MHC Inventory as a district (MHC No. FLR.AF). Sagamore Mill No. 2 was listed separately in the Fall River MRA (Frontiero 1983).

3.10.1.4 Sagamore Mill No. 2 (Map No. FR.G, FR.C)

The Sagamore Mill No. 2 is located at 1822 North Main Street across the Fall River Secondary right-of-way from the rest of the Sagamore Mills complex. Mill No. 2 is a five-story granite

ashlar loft constructed in 1881. Sagamore Mill No. 2 was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the complex was recorded in the MHC Inventory as a district (Frontiero 1983; MHC No. FLR.AE).

3.10.1.5 Foster Spinning Company (Map No. FR.H, FR.C)

The Foster Spinning Company is located at 119 Cove Street, approximately 150 feet west of the Fall River Secondary right-of-way. The property includes a two-story brick mill loft constructed in 1916, an attached boiler house, and a one-story wood storehouse. Francis A. Foster incorporated the Foster Spinning Company in 1916 to manufacture fine yarn. The Foster Spinning Company complex was the last new textile manufacturing facility established in Fall River. The Foster Spinning Company mill complex was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the property was recorded in the MHC Inventory as a district (Frontiero 1983; MHC No. FLR.W).

3.10.1.6 Narragansett Mills (Map No. FR.J, FR.C)

The Narragansett Mills complex is located at the corner of North Main Street and Narragansett Street, approximately 400 feet east of the Fall River Secondary right-of-way. The complex is comprised of nine brick buildings constructed between 1872 and 1895. Eight of the buildings are connected and include a five-story loft with a two-story, saw-tooth monitor weave shed to the north; a one-story cloth room and two-story machine shop to the west; and a five-story picker house, one-story boiler house, one-story engine house, and a five-story ell to the east. The detached building is an office constructed in 1879. The Narragansett Mills complex was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the property was recorded in the MHC Inventory as a district (Frontiero 1983; MHC No. FLR.AC).

3.10.1.7 North Burial Ground (Map No. FR.K, FR.C)

The North Burial Ground is a rectangular property bounded by the Fall River Secondary right-of-way to the west, Brightman Street to the north, North Main Street to the east, and Cory Street to the south. The North Burial Ground (MHC No. FLR.AT) was established in approximately 1810 and was purchased by the City of Fall River in 1825, making it the city's oldest municipal cemetery. The cemetery occupies a flat landscape surrounded by granite periphery walls and contains straight rows of primarily nineteenth-century slate, marble, and granite headstones. A fieldstone gatehouse constructed in approximately 1890 faces North Main Street. The North Burial Ground was listed in the National Register at the local level under Criteria A, B, and C, as a district within the 1983 Fall River MRA (Frontiero 1983). The cemetery derives its significance from its associations with the early-nineteenth-century development of Fall River, the inclusion

of graves of notable local Revolutionary War soldiers, and as an intact modest example of a Victorian era cemetery with a range of nineteenth-century stone designs.

3.10.1.8 Diners of Massachusetts Multiple Property Submission (Map No. FR.M)

The Diners of Massachusetts Multiple Property Submission (MPS) includes individual diners throughout Massachusetts that were factory-built and moved to the state or constructed on-site between the late-nineteenth century and mid-1960s. Approximately 23 of the diners inventoried during the preparation of this MPS have been individually listed in the National Register, including Al Mac's diner, which is located in the South Coast Rail project APE and is described below. The Diners of Massachusetts Multiple Property Submission was listed in the National Register in 1999 (Broomer 1999a).

3.10.1.9 American Printing Company - Metacomet Mill (Map No. FR.N, FR.C)

The American Printing Company - Metacomet Mill complex is located between Anawan Street and I-95 on both sides of the Fall River Secondary right-of-way near Battleship Cove Station. The complex encompasses several masonry buildings constructed between 1847 and the early twentieth century, combined as the American Printing Company in 1880. The portion of the complex to the east of the Fall River Secondary right-of-way encompasses the earlier Metacomet Mill Complex. This complex includes an 1847 stone loft with connected stone engine room, picker house, and storage room; and an early twentieth-century brick loft with attached engine room. The portion of the complex west of the right-of-way encompasses four brick packing and storage buildings. The American Printing Company complex was historically served by a roundhouse located north of the Metacomet Mill and a railroad spur extending from the Fall River Branch railroad past the north side of the complex to waterfront freight houses and wharfs near the present-day Fall River Heritage State Park. A portion of the railroad spur right-of-way remains between Mill Street and I-95, but the freight houses are not extant. The Borden family, who founded the American Printing Company, also owned the Fall River Line steamboat company, which operated from a pier adjacent to the Fall River Heritage State Park. The family additionally operated the Fall River Iron Works complex (Map No. FR.P) west of Water Street as part of the American Printing Company complex, but the Iron Works has lost architectural integrity and is not recommended eligible for National Register listing. The American Printing Company - Metacomet Mill complex was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the property was recorded in the MHC Inventory as a district (Frontiero 1983; MHC No. FLR.J).

3.10.2 Individual Properties

3.10.2.1 William Collins House (Map No. FR.005, FR.C)

The William Collins House (MHC No. FLR.283) is located approximately 300 feet east of the Fall River Secondary right-of-way, at 3775 North Main Street. The house is a one-and-one-half-story, five-bay wide, Federal style Cape Cod Cottage constructed in approximately 1800. It is one of six examples of eighteenth- to early-nineteenth-century rural residential architecture in the Steep Brook village settlement of Fall River. The William Collins House was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983 (Frontiero 1983). The property derives its significance from its historical associations with the development of Steep Brook Village, and as an intact example of a Federal style Cape Cod Cottage.

3.10.2.2 North Christian Congregational Church (Map No. FR.006, FR.C)

The North Christian Congregational Church (MHC No. FLR.241) is located 100 feet west of the Fall River Secondary right-of-way at 3538 North Main Street. The church is a two-story, Gothic Revival style wood-frame building constructed in approximately 1842. The church was the first Protestant church in the village of Steep Brook, a nineteenth-century settlement on North Main Street, and has been continually used for religious purposes. The building is currently occupied by the Fall River Portuguese Seventh-day Adventist Church. The North Christian Congregational Church was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983. The property is also located within the National Register eligible North Main Street Area (Frontiero 1983; Map No. FR.D).

3.10.2.3 Borden-Winslow House (Map No. FR.010, FR.C)

The Borden-Winslow House (MHC No. FLR.275) is located approximately 400 feet east of the Fall River Secondary right-of-way at 3063 North Main Street. The building is a two-and-one-half-story, four-bay-wide, wood-frame, Georgian style house constructed circa 1740. It is one of six examples of eighteenth- to early-nineteenth-century rural residential architecture in the Steep Brook village settlement of Fall River. The Borden-Winslow House was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983. The property derives its significance from its historical associations with the development of Steep Brook Village, and as an intact example of an eighteenth-century Georgian house. The property is also located within the National Register eligible North Main Street Area (Frontiero 1983; Map No. FR.D).

3.10.2.4 Squire William B. Canedy House (Map No. FR.012, FR.C)

The Squire William B. Canedy House (MHC No. FLR.274) is located approximately 100 feet east of the Fall River Secondary right-of-way at 2634 North Main Street. The building is a two-and-one-half-story, five-bay-wide, wood-frame, Federal style house constructed circa 1806. It is one of six examples of eighteenth- to early-nineteenth-century rural residential architecture in the Steep Brook village settlement of Fall River. The Squire William B. Canedy House was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983 (Frontiero 1983). The property derives its significance from its historical associations with the development of Steep Brook Village, and as an intact example of an early-nineteenth-century Federal style house.

3.10.2.5 Border City Mill No. 2 (Map No. FR.015, FR.C)

Border City Mill No. 2 (MHC No. FLR.485) is located approximately 300 feet west of the Fall River Secondary right-of-way at 1 Weaver Street. The mill is a five-story, Italianate style brick mill loft with an exterior stair tower. The structure was designed by Josiah Brown, Fall River's first professional architect, and constructed in 1873 for the manufacture of worsted woolens, print cloth, sheeting, and shirting. The property was listed in the National Register as an individual property in 1990 and was previously determined eligible for National Register listing in the Fall River MRA in 1983 and 1989 as part of the Border City Mills complex (Frontiero 1983; Lyman 1989).

3.10.2.6 Weaver Street Bridge (Map No. FR.016)

The Weaver Street Bridge over the Fall River Secondary right-of-way (Bridge No. F-2-19, MHC No. FLR.902) is a single-span, built-up, riveted steel plate, deck girder structure. It was constructed in 1910 and rebuilt in 1960. The bridge is a notable surviving example of the riveted plate girder type because of its highly decorative cast-iron railings and battered stone abutments, both of which are typically found on bridges predating the listed construction date of 1910. In 1981, the MHC determined that the bridge was eligible for listing in the National Register as a possible contributing element to the Border City Mills Historic District. The Border City Mills Historic District (FLR.AL) was determined eligible as part of the Fall River MRA in 1983 (Frontiero 1983).

3.10.2.7 Hathaway Brightman House (Map No. FR.026, FR.C)

The Hathaway Brightman House (MHC No. FLR.73) is located approximately 400 feet east of the Fall River Secondary right-of-way at 205 Crescent Street. The building is a one-and-one-half-story, wood-frame, Gothic Revival style house constructed circa 1858 with a central gable ornamented with a pointed Palladian window. The Hathaway Brightman House was listed in the National Register at the local level under Criteria A and C, as an individual property within

the Fall River MRA, which was designated in 1983 (Frontiero 1983). The property derives its significance from its historical associations with the nineteenth-century residential development of Fall River, and as a rare, intact example of a Gothic Revival cottage.

3.10.2.8 St. Joseph's Roman Catholic Church Complex (Map No. FR.066, FR.C)

St. Joseph's Roman Catholic Church (MHC No. FLR.240) is located approximately 800 feet east of the Fall River Secondary right-of-way at 1355 North Main Street. The property is a compact complex with a church, rectory, and school, located across North Main Street from the North Burial Ground. The church is a one-and-one-half-story, High Victorian Gothic style, brick building with a three-story buttressed tower. The rectory is a two-and-one-half-story, Second Empire style, wood-frame building. The church and rectory face North Main Street and were constructed circa 1880. By 1905, a one-story social hall was added to the complex behind the rectory. This building was likely demolished when the parochial school was constructed in approximately 1930. The parochial school is a two-story, Classical Revival style brick building with a flat roof that faces North High Street and the rest of the church complex. St. Joseph's Roman Catholic Church was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983 (Frontiero 1983). It is unclear whether this designation included the other two structures on the property. The St. Joseph's Roman Catholic Church Complex property derives its significance from its historical associations with the late-nineteenth- and early-twentieth-century residential development of Fall River and as an intact, turn-of-the-twentieth-century religious complex. The property is also located within the National Register eligible Wellington-Brownell Street Area (FR.I).

3.10.2.9 Al Mac's Diner (Map No. FR.070, FR.M)

Al Mac's Diner (MHC No. FLR.1973) is located approximately 300 feet west of the Fall River Secondary right-of-way at 135 President's Avenue. Al Mac's is a stainless steel diner with vertical and horizontal bands of porcelain enamel, curved corners, and a square entry vestibule. The diner was constructed by the DeRaffele Manufacturing Company of New Rochelle, New York in 1953 and opened by Fall River's McDermott Lunch Company in 1954. The diner was moved one block from its original location at the corner of President Avenue and Davol Street to its current location in the mid-1970s. Al Mac's Diner was listed in the National Register as part of the Diners of Massachusetts Multiple Property Submission in 1999 (Broomer 1999a). The diner retains a high degree of design and material integrity and meets National Register Criteria A and C and Criteria Considerations B and G at the local and state levels. Under Criterion A, the diner is associated with a local lunch car business run by Allen J. McDermott and is representative of trends in mid-twentieth-century restaurant development. Under Criterion C, the diner is characteristic of mid-1950s stainless steel diner design and is the oldest of four diners in Massachusetts designed by the DeRaffele Company (Broomer 1999b).

3.10.2.10 Lafayette-Durfee House, 94 Cherry Street (Map No. FR.082)

The Lafayette-Durfee House (MHC No. FLR.73) is located approximately 400 feet east of the Fall River Secondary right-of-way at 94 Cherry Street. The building is a two-story, five-bay by two-bay, wood-frame, Georgian style house constructed circa 1747. The house was originally constructed on North Main Street, probably by Thomas Durfee III, and moved to its current location in 1874 by David M. Anthony. The Lafayette-Durfee House was listed in the National Register at the local level under Criteria A and C in 1982, for its associations with the eighteenth-century development of Fall River, potential minor associations with Revolutionary War figures, and as an intact example of Georgian architecture in Fall River (Holmes 1982). The property is also located within the National Register eligible Durfee Street Area (Map No. FR.L).

3.10.2.11 Central Street Bridge over Quequechan River (Map No. FR.084)

The Central Street Bridge over the Quequechan River (Bridge No. F-2-93) is located west of the Fall River Secondary right-of-way, below the I-195 Braga Bridge. This structure is a single-span stone arch bridge with split-faced, irregular tabular block spandrel walls and parapets, regular quarry-faced voussoirs, and dressed stones in the arch barrel. The structure was constructed in 1903 in the course of a Fall River railroad grade elimination project. In 2003, the MHC and MassDOT found through a Consensus Determination of Eligibility that the Central Street Bridge was eligible for listing in the National Register (MHC 2003). The bridge is listed in the Massachusetts Highway Department's *Historic Bridge Inventory*.

4

Intensive Survey and National Register Evaluation Results

Chapter 4 presents the results of the intensive survey for historic resources and the evaluation of eligibility for listing in the State and National Registers of historic properties within the APE for the South Coast Rail Project Preferred Alternative. Within each community, north to south along the project corridor, historic properties recommended eligible for inclusion in the National Register are discussed first, followed by historic resources that are recommended not National Register eligible. The last section of the report discusses properties that were found during the survey to have been demolished or to be outside of the APE. A summary of the number of identified historic resources in each category is presented in Table 4-1. All properties discussed in this chapter are listed in Appendix A, Table 4-2 and shown on project maps in Appendix C. New or updated MHC Inventory forms for surveyed properties are included in Appendices E and F.

4.1 Canton Historic Resources Intensive Survey

The following areas/districts and individual properties in Canton identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One of two areas/districts is eligible for listing in the National Register. The other area, Revere Copper Company Works Area (Map No. Ca.B, MHC No. CAN.B), was found to be outside the project APE after closer inspection of its boundaries and is discussed at the end of this chapter. Three individual properties identified in the reconnaissance survey are eligible for National Register listing. All of these individual properties are located outside of any district boundaries.

4.1.1 Areas/Districts Recommended National Register Eligible

4.1.1.1 Washington Street Commercial and Institutional Area (Map No. Ca.C)

The Washington Street Commercial and Institutional Area is a neighborhood of approximately 20 contributing commercial, civic, and residential buildings located on a 2,000 foot long axis

Table 4-1: Summary of Historic Resources Intensive Survey and National Register Eligibility Evaluations.

City/Town	Historic Property Type	Potentially National Register Eligible DEIS/DEIR ^a	National Register Eligible Intensive Survey	Not Eligible, Demolished, or Out of APE
Canton	Areas/Districts	2	1 ^b	1 (out of APE)
	Individual Properties	4 ^c	3	0
Stoughton	Areas/Districts	1	1	0
	Individual Properties	4	3	1 (demolished 2006)
Easton	Areas/Districts	4	4	0
	Individual Properties	0	0	0
Raynham	Areas/Districts	2	1	1
	Individual Properties	2	1	1 (Not Eligible)
Taunton	Areas/Districts	9	7	2 (Not Eligible)
	Individual Properties	6	2	4 (Not Eligible) ^d
Berkley	Areas/Districts	1	1	0
	Individual Properties	1	1	0
Lakeville	Areas/Districts	1	1	0
	Individual Properties	2	1	1 (Not Eligible)
Freetown	Areas/Districts	1	1	0
	Individual Properties	1	0	1 (Not Eligible)
New Bedford	Areas/Districts	1 ^e	1	1 (Not Eligible)
	Individual Properties	7	6	1 (Not Eligible)
Fall River	Areas/Districts	4	2	2 (Not Eligible)
	Individual Properties	13 ^f	6	6 (Not Eligible)
Totals		66	43	22

a. Cherau et al. 2009a and 2009b and Adams et al. 2009b, 2000c, and 2009d.

b. This area encompasses a smaller area determined eligible for National Register listing by MHC.

c. One property in Canton recommended National Register eligible in the DEIS/DEIR survey has since been determined eligible by MHC and MassDOT and is accounted for in Chapter 3.

d. This number excludes two National Register listed properties in Taunton that were in a broadened APE, but are now out of the APE for the Preferred Alternative since the area has been found ineligible for the National Register.

e. One National Register eligible area was added since the DEIS/DEIR survey, within a larger area evaluated as not eligible.

f. One property in Fall River recommended National Register eligible in the DEIS/DEIR survey has since been determined eligible by MHC and is accounted for in Chapter 3.

centered on Washington Street, straddling the Stoughton Line right-of-way between Revere Street to the south and Chapel Street to the north. As noted in Chapter 3, this area encompasses the Canton Center Area (Map ID Ca.H, MHC No. CAN.L) that was determined eligible for National Register listing as a historic district in 1991 (MHC 1991). The Washington Street Commercial and Institutional Area includes resources dating from the late nineteenth to the mid-twentieth century, and constructed in a variety of styles including Italianate, Romanesque and Greek, Medieval, Gothic and Colonial Revival. Notable civic and institutional buildings include the Canton Public Library at 786 Washington Street (1901) and the Canton Town Hall. Properties are generally in good condition with some alterations. The Washington Street Commercial and Institutional Area is eligible for listing in the National Register at the local level under Criteria A and C for its associations with the development of the community and as an intact collection of commercial, institutional, and residential buildings representing a variety of architectural styles.

4.1.2 Individual Properties Recommended National Register Eligible

4.1.2.1 Canton Junction Railroad Station (Map No. Ca.001)

The Canton Junction Railroad Station (MHC No. CAN.104) is located at 666 Sherman Street, immediately east of the Stoughton Line right-of-way at the point where it diverges from the Amtrak Northeast Corridor. It is a Richardsonian Romanesque-style, one-story, rectangular-plan building constructed between 1892 and 1893 with a slate-clad hipped roof and attached platform canopies, rough-faced coursed ashlar granite masonry walls with red sandstone trim, and bay windows on its long elevations. The Old Colony Railroad Corporation commissioned architect Bradford Lee Gilbert to design the station. Gilbert, (1853-1911), a nationally-practiced architect based out of New York City, is best known for constructing perhaps the first skyscraper in New York, the Tower Building (1889). Starting out at the New York, Lake Erie, & Western Railroad company, Gilbert became “one of the country’s most prolific railroad architects” (Munn & Co. 1905:222). He went on to design two other railroad depots in Massachusetts, including the North Abington Depot in 1893 (MHC No. ABI.68) and the Beverly Depot in 1896 (MHC No. BEV.119). The Canton Junction Railroad Station was previously surveyed in 1993 for listing in the state inventory, when it was recommended individually eligible for National Register listing at the local level under Criteria A and C (Viens 1993b). The property is eligible at the local level under Criteria A and C for its associations with transportation and community development and as an intact example of a late-nineteenth-century Richardsonian Romanesque-style railroad station design by noted architect, Bradford Lee Gilbert. Restored and then moved across the Stoughton Line tracks circa 2000, the property also meets National Register Criteria Consideration B as it retains its relationship between the property and the rail right-of-way, its historical associations, and its historic features that convey its architectural values as a railroad station.

4.1.2.2 Revere Copper Company Railroad Embankment (Map No. Ca.002)

The Revere Copper Company Railroad Embankment (1835) (MHC No. CAN.935) is located in a wooded area south of Canton Junction, west of Revere Street, between the rights-of-way of the Stoughton Line and Amtrak's Northeast Corridor. It is an approximately 1,000 foot long, linear earth mound feature approximately 4 feet high with a level upper surface approximately 5 feet wide, and includes a single stone culvert, which appears contemporaneous with the remainder of the structure. The northern half of the structure lies between 200 feet and 400 feet southwest of the Stoughton Line right-of-way, with the remainder passing outside of the project APE. This former railroad roadbed, was a captive right-of-way for the Revere Copper Company (see discussion of this resource below) and carried horse-drawn freight until 1890. As constructed, it was connected to Amtrak's Northeast Corridor (originally the Boston & Providence Railroad). In 1890, the route was shifted east onto a new alignment that connected with the Stoughton Line right-of-way, leaving the 1835 structure abandoned. The Revere Copper Company Railroad Embankment was surveyed in 2006 and recommended eligible for the National Register under Criterion C (Krim 2006). The current survey finds that the structure retains its integrity and affirms and expands the earlier recommendation. The Revere Copper Company Railroad Embankment is eligible for listing in the National Register under Criteria C at the local level in the area of engineering. The structure is significant as rare surviving example of relatively unaltered railroad construction from the first generation of New England rail lines.

The Revere Copper Company Railroad Embankment is associated with the development of the Revere Copper Company and also may contribute to the significance of the Revere Copper Company Area (Map No. Ca.B, MHC No. CAN.B). However, as noted above, that area is excluded from the present survey because it was found to be outside the South Coast Rail Project APE, and so its potential significance for these associations was not evaluated (see below for a discussion of the Revere Copper Company Area).

4.1.2.3 Canton Water Works (Map No. Ca.024)

The Canton Water Works building (1885) (CAN.366) is located at 44 Pine Street, approximately 100 feet northeast of the Stoughton Line right-of-way. It is a Romanesque Revival style, one-story, rectangular-plan, industrial building. The building has a slate-clad cross-hipped roof with large gabled dormers, brick walls with corbelled cornices and large triple Roman arch windows, and a raised granite block foundation. Decorative polychrome terracotta tiling and wood fretwork is used in the dormers, window arches, and in the entry, which is set within a pedimented surround. A cylindrical brick reservoir tank with a shallow domed metal roof is located immediately behind the building. The interior of the building retains its historical pumping equipment and architectural finishes. The Canton Water Works is eligible for listing in the National Register at the local level under Criteria A and C. Under Criterion A, the building is associated with the establishment of Canton's municipal water supply, which was an important step in the community development of Canton during the late nineteenth century. Under Criterion C, the building is significant for its engineering as an intact surviving example

of a late-nineteenth-century municipal water pumping station and is significant architecturally as an excellent example of the Romanesque Revival style in the town of Canton.

4.2 Stoughton Historic Resources Intensive Survey

The following areas/districts and individual properties in Stoughton identified in the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area/district is eligible for listing in the National Register. Three properties are individually eligible for National Register listing. These individual properties are also located within a National Register eligible historic district (Map No. St.B). One historic property, the Benjamin Marshall House (MHC STG.72) located at 1823 Washington Street was demolished in 2006. It is discussed at the end of the chapter.

4.2.1 Areas/Districts Recommended National Register Eligible

4.2.1.1 Downtown Stoughton Area (Map No. St.B)

The Downtown Stoughton Area is a large, irregularly shaped area that radiates out from the Stoughton Station on the Stoughton Line. The area consists of approximately 475 properties developed with civic, commercial, industrial, and residential buildings between the early-nineteenth through the mid-twentieth century. The civic and commercial portion of this area, centered at the intersection of Washington, Wyman, Porter and Pearl streets was previously surveyed as the Stoughton Square Area (STG.A) in 1987. This survey did not define the boundaries of the area. Stoughton Square, the area currently near the intersection of Pleasant and Washington streets, is the location of the first settlement in Stoughton. Stoughton Square, which is the current location of the historic Stoughton Station, later became a civic and commercial node in the mid-nineteenth century and contained a fire station, meeting halls, church, theatre, an auto dealer, and a shoe factory. Residential neighborhoods extend out from this civic, commercial, and industrial center, along Perry, School, Pearl, Seaver, Pleasant and Canton streets. Examples of typical building types and architectural styles in the area include multi-family worker housing, Cape Cod Cottages, Bungalows, and Greek Revival, Italianate, Queen Anne, Craftsman, Colonial Revival, and Classical Revival style buildings. Many of the buildings have been altered by the installation of synthetic siding and replacement of original doors and windows, but they retain their original form, architectural ornamentation, and setting within the streetscape. The area also encompasses the sites of the first public school and meetinghouse in Stoughton, which are commemorated by Stoughton Historical Society markers (MHC Nos. STG.900 and STG.901) near the town green. The Pearl Street Cemetery (MHC No. STG.800) and the Mystic Rubber Company (MHC No. STG.2), which are individually eligible for the National Register, are also located in the area and are discussed below. The Downtown Stoughton Area is eligible for National Register listing at the local level under Criteria A and C, for its associations with the industrialization and development of Stoughton from the early-nineteenth through the mid-twentieth century, and for its broad range of intact historic architectural types and styles.

4.2.2 Individual Properties Recommended National Register Eligible

4.2.2.1 Pearl Street Cemetery (Map No.St.022)

The Pearl Street Cemetery (MHC No. STG.800) is located approximately 1,100 feet northeast of the Stoughton Line right-of-way, near the town center. The cemetery consists of a 1.6-acre lot with approximately 400 burial markers, arranged in informal rows that identify more than 700 graves. The oldest burial ground in Stoughton and contains burial markers dating from 1737 to 1965, the cemetery includes examples of slate, marble, and granite headstones, footstones, and monuments, as well as earth-covered tombs and family plots. The Pearl Street Cemetery was surveyed by PAL in 2002 for listing in the state inventory and recommended eligible for listing in the National Register at the local level under Criteria A and C (Berg 2002). The property is eligible its associations with the settlement and development of Stoughton and under Criterion C, as it exemplifies a range of eighteenth- through twentieth-century burial art. The cemetery is also located within the National Register eligible Downtown Stoughton Area (Map No. St.B).

4.2.2.2 Mystic Rubber Company Building (Map No. St.024)

The Mystic Rubber Company (MHC No. STG.2) is located at 2 Canton Street, on the southwest side of the Stoughton Line right-of-way near Stoughton Station and the Wyman and Porter street railroad crossings. This multi-building complex includes five attached wood, brick, and concrete mill lofts as well as a boiler house and engine house. Mystic Rubber Company was established in 1877 for manufacture of rubberized clothing, and the existing complex in Stoughton was constructed in phases between 1877 and ca. 1920. The cloth was manufactured in Stoughton and then shipped to Boston for cutting and assembly of finished goods. Succeeding owners utilized the mill for the manufacture of footwear, which persisted until the 1980s. The property has since been converted into tenant-occupied mixed commercial and office spaces. The Mystic Rubber Company is eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the complex is significant for its associations with the rubber industry in Stoughton, an important economic activity in the town. Under Criterion C, the Stoughton Rubber Company complex is a significant and distinguishable grouping of late-nineteenth and early-twentieth century mill lofts erected to create an integrated manufacturing plant. It is also located within the National Register eligible Downtown Stoughton Area (Map No. St.B).

4.2.2.3 Meade Rubber Company Building (Map No. St.046)

The Meade Rubber Company Building (MHC No. STG.1) is located at 25 Brock Street on the west side of the Stoughton Line right-of-way and an existing layover facility. It is within the site of the proposed Stoughton Station and adjacent to the Brock Street railroad crossing. The building is a two-story brick mill loft with constructed with typical fire resistive engineering of the period. It has a shallow-pitched “flat” roof with a rectangular box monitor, brick walls with

evenly-spaced windows between projecting piers, and a concrete foundation. Founded in 1916, Meade Rubber Company manufactured shoe heels and soles as well as rubberized fabrics for use in hospital sheets. The company was one of several companies engaged in the rubber fabric industry in Stoughton in the late nineteenth and early twentieth century. The Meade Rubber Company Building is eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the building is associated with the rubber clothing industry in Stoughton, which was an important economic activity for the town. Under Criterion C, the building is a good example in Stoughton of early twentieth century mill loft architecture. It is also located within the National Register eligible Downtown Stoughton Area (Map No. St.B).

4.3 Easton Historic Resources in Intensive Survey

The following areas/districts and individual properties in Easton identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey in Easton and evaluated as to their eligibility for listing in the National Register. Four areas/districts are eligible for listing in the National Register. There are no additional individual properties within the project APE in Easton that are eligible for National Register listing.

4.3.1 Areas/Districts Recommended National Register Eligible

4.3.1.1 Holmes-Linden Street Area (Map No. Ea.C)

The Holmes-Linden Street Area encompasses approximately 400 feet of the Stoughton Line right-of-way and is bounded by Holmes Street to the north, Mullen Lane to the east, the National Register-listed North Easton Historic District to the south, and Brookside Avenue to the west. The majority of the area consists of simple, one-and-one-half to two-story wood-frame residences constructed in the mid- to late nineteenth century to house laborers employed at the Ames Shovel Works and the shoe factories historically located in North Easton. The area includes approximately 78 properties, of which 72 contribute to its historic and architectural significance. Prevalent architectural styles and building forms include single-family, Italianate, Greek Revival, or Cape Cod houses. Many of the buildings have been altered by the installation of synthetic siding and replacement of original doors and windows, but they retain their original form, architectural ornamentation, and setting within the streetscape, forming a cohesive neighborhood of historic worker housing. The Holmes-Linden Street Area is eligible for National Register listing at the local level under Criteria A and C for its associations with the historical development of North Easton and as an intact neighborhood of nineteenth-century worker housing.

4.3.1.2 Center Street Area (Map No. Ea.E)

The Center Street Area encompasses approximately 0.5 miles of the Stoughton Line right-of-way and is bounded by the National Register-listed North Easton Historic District to the north, Seaver Street to the east, Wilbur Street to the south, and Sheridan Street to the west. The area includes approximately 295 properties. The one-and-one-half to two-and-one-half-story, wood-frame, single family houses demonstrate the expansion of the North Easton community out from its center at the Ames Company Shovel Shop complex. Development in the area began along Center Street in the early nineteenth century and continued between Seaver Street and the railroad during the latter half of the nineteenth century. Rows of nineteenth-century worker housing are located on Day Street, and early-twentieth-century buildings are located along Spooner Street, Sheridan Avenue, and infilled vacant lots throughout the area. Architectural styles and building types represented include Gothic Revival, Greek Revival, Italianate, Cape Cod, Second Empire, Queen Anne, Colonial Revival, and Dutch Colonial Revival. Many of the buildings have been altered by the installation of synthetic siding and replacement of original doors and windows, but they retain their original form, architectural ornamentation, and setting within the streetscape. The Center Street Area is eligible for National Register listing at the local level under Criteria A and C for its associations with the historical development of North Easton and as an intact neighborhood representing a range of nineteenth- and early-twentieth-century architectural styles. The Center Street Area encompasses two compact areas of late-nineteenth-century housing that were previously surveyed by the Easton Historical Commission and recommended as contributing resources within a potentially eligible district. These two areas are the Williams Street Area (MHC No. EST.O) and the Howland Court Area (Map No. MHC No. EST.L). Since these areas are within the larger, Center Street Area, they are not described separately in these survey results.

4.3.1.3 Easton Center Area (Map No. Ea.F)

The Easton Center Area (MHC No. EST.I) is a 250-acre area located between Center, Short, and Depot streets that encompasses approximately 0.5 miles of the Stoughton Line right-of-way. The area includes approximately 120 properties developed with civic and residential buildings from the late eighteenth through the twentieth-century. Architectural styles and building types represented include Federal, Greek Revival, Italianate, Cape Cod, Colonial Revival, and Bungalow structures. The historic buildings are spread out throughout the area and retain a high degree of architectural integrity. There are approximately 62 non-contributing properties interspersed throughout the area, however, they do not detract from the cohesiveness of the historic area. The Easton Center Area was originally recommended eligible for National Register listing in 1998 at the local level under Criteria A and C for its association with the historical development of Easton and for its collection of civic and residential architecture from the eighteenth to early-twentieth century (Johnson 1998a). The current survey affirms that the area is eligible for listing in the National Register.

4.3.1.4 Hayward-Pool Area (Map No. Ea.G)

The Hayward-Pool Area (MHC No. EST.K) is located along the north side of Foundry Street and abuts approximately 1,000 feet of the Stoughton Line right-of-way at its west edge. The area encompasses 60 acres and contains 13 properties, including 11 residences, a cranberry bog with associated agricultural buildings, and a burial ground. The 13 properties were developed between 1778 and 1928 and are associated with the Hayward and Pool families who settled the area, establishing agricultural and light industrial concerns in the early eighteenth-century. Members of both the Hayward and Pool families are buried in the Pine Grove Cemetery, which is a contributing resource in the area. The site of the cranberry bog was historically used by settlers for its cedar trees and marsh hay. The Meadow Lea Cranberry Company opened the cranberry bog in 1910 and it operated under multiple owners until at least 1960. The houses include examples of the Federal, Queen Anne, and Colonial Revival architectural styles. The Hayward-Pool Area was surveyed in 1998 (Johnson 1998b) and is eligible for National Register listing at the local level under Criteria A and C for its associations with the historical development of a rural section of Easton and as an intact collection of historic buildings within an agricultural setting.

4.4 Raynham Historic Resources Intensive Survey

The following areas/districts and individual properties in Raynham identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area/district is eligible for listing in the National Register. One individual property is also eligible for National Register listing and is located outside of any areas/districts. One area and one individual property are ineligible for National Register listing due to a lack of significant historic associations and/or architectural integrity.

4.4.1 Areas/Districts Recommended National Register Eligible

4.4.1.1 Carver Street Area (Map No. Ra.B)

The Carver Street Area is located on the east side of the Stoughton Line right-of-way at the Carver Street railroad crossing. It consists of a collection of five civic, religious, and residential properties near the intersection of Broadway and Carver Street in the central part of Raynham. One property at the north end of the district was demolished since 2008. The remaining buildings were constructed between 1850 and 1905 and include a Congregational Church (1876) and rectory (ca. 1905), the G.H. Lincoln House (ca. 1850) and the H.P. Crocker House (ca. 1870), and Gilmore Hall (ca. 1850). Some of the buildings have synthetic siding and replacement doors and windows, but generally retain a high degree of architectural integrity and are in good condition. The area is eligible for National Register listing at the local level under Criteria A and C for its associations with mid-nineteenth- and early-twentieth century development and architecture.

4.4.2 Individual Properties Recommended National Register Eligible

4.4.2.1 Dog Kennel and Track Property (Map No. Ra.011)

The Raynham Dog Kennel and Track Property located at 385 Thrasher Street, is situated along the east side of the Stoughton Line right-of-way, just southeast of the Britannia Street railroad crossing and east of the Taunton city boundary. In the early twentieth-century, likely during the 1930s, a farmstead at this site (circa 1870) was developed as a dog kennel and track. Although the history of this property is not known and the site is heavily deteriorated, the remaining historic fabric, including remnants of a fenced kennel, dog run complex, and a large, oval, dirt track with an announcer's podium, is evidence of a significant era in New England dog racing history that lasted 75 years. With state legislation in 1935, Massachusetts became the first state in New England to conduct greyhound racing. Local dog tracks likely to be contemporaries of the Raynham Dog Kennel and Track Property included Revere's Wonderland Greyhound Park (1934), Taunton Dog Track (1935) and Raynham Park (1940). Although these tracks had long histories, remaining active in the state until about 2009 when Massachusetts voters approved a dog racing ban, they no longer retain any historic fabric. As the singular remaining historic dog track site in the Raynham/Taunton area, the Dog Kennel and Track Property is eligible for National Register listing at the local level under Criteria A and D for its associations with the Massachusetts dog track industry and for its potential to yield information related to early dog track racing in the northeast region.

4.4.3 Historic Resources Not Eligible for National Register

4.4.3.1 Broadway-Center Street Area (Map No. Ra.C)

The Broadway-Center Street Area is an irregularly shaped area that encompasses portions of the Stoughton Line right-of-way and abuts the west side of the Whittenton Branch right-of-way. The area is centered on Broadway (State Route 138) in the areas previously known as Gilmoretown, which developed around a shoe-manufacturing firm established by C. and H.T. Gilmore in 1857, and Prattville. The area includes 150 properties. It consists primarily of residences, but also contains 12 commercial properties, two schools, and a modern post office. Construction dates range from approximately 1860 to 1960 and architectural styles represented range from the Greek Revival to the Colonial Revival, along with numerous Bungalow and Cape Cod residences and the Milk Bottle Restaurant – a notable example of commercial roadside architecture located outside the 400 foot APE. The majority of them have been altered by window replacement, the installation of synthetic siding, and modern additions, especially along Broadway. The Broadway-Center Street Area is not eligible for National Register listing due to overall loss of integrity.

4.4.3.2 Prospect Hill Street (Map No. Ra.001)

The 521 Prospect Hill Street individual property (a/k/a 87 Prospect Hill Street in 2009 reconnaissance survey) extends between Prospect Hill Street and the west side of the Stoughton Line right-of-way. The farmstead sits on a slightly sloping, narrow, rectangular lot predominantly wooded with a small portion dedicated to open space for farming. This property contains a farmhouse, barn, and chicken coop, with a gravel driveway leading to the main entry-ways of the south-facing farmhouse and the west-facing barn. The mid- to late-eighteenth-century farmhouse, which has lost significant architectural integrity, is a rectangular, two-bay by three-bay, one-story, wood-framed, side-gabled vernacular style building with two increasingly smaller connected work sheds extending from the east elevation that are similarly designed and oriented. A detached New England style barn constructed around the same time as the farmhouse stands just southeast of the farmstead. The barn has an asphalt shingle roof, wood shingle siding, a hay door, and large, hinged, wood paneled barn doors on the west-facing facade, and an attached rear shed. A chicken coop sits alongside Prospect Hill Street in the northwestern corner of the property. Constructed in the early-twentieth century, the chicken coop is constructed of mortared granite blocks with a tin shed roof and a wood post-and-beam standing seam tin shed-roofed addition, extending from the northern elevation. Although the property at 87 Prospect Hill Street is an early existing farmstead in the town of Raynham, it has lost architectural integrity and does not have strong historical associations with the town's agricultural development that would make it eligible for National Register listing.

4.5 Taunton Historic Resources Intensive Survey

The following areas/districts and individual properties in Taunton identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. Seven areas/districts and two individual properties within the project APE in Taunton are eligible for listing in the National Register. One of these areas (High Street Area, Map No. Ta.D) encompasses a smaller area (Harrison Street Area, Map No. Ta. V) that was included in the DEIS/DEIR, but is only eligible as part of the larger High Street Area. Therefore, the smaller Harrison Street Area (Map No. Ta. V) is not included in this survey. Two areas and four individual properties included in the survey are not eligible for National Register listing.

4.5.1 Areas/Districts Recommended National Register Eligible

4.5.1.1 Taunton Center Area (Map No. Ta.B)

The Taunton Center Area is a large, irregularly shaped area located along the north and west sides of the Taunton River east and west of the Stoughton Line right-of-way. The area encompasses three previously documented districts/areas: the Church Green National Register Historic District (TAU.A), the larger Church Green LHD (TAU.AC), and the Ashland Street Area (TAU.H); and abuts the Taunton Green National Register Historic District (TAU.C) to the

west, and the potentially National Register eligible High Street Area (Map No. Ta.D) described below. The Church Green and Taunton Green National Register Historic Districts are located more than 1,000 feet west of the Stoughton Line right-of-way, and are therefore not described separately. The Church Green LHD encompasses the smaller Church Green National Register Historic District and is described above. The Ashland Street Area includes a group of mid-nineteenth- to early-twentieth-century residences located on Ashland Street between Dean and Washburn streets. This area spans between 400 to 1,600 feet west and north of the Stoughton Line right-of-way.

The Taunton Center Area encompasses approximately 114 contributing and 11 non-contributing properties, primarily developed with residential, civic, and commercial buildings constructed between the early nineteenth century through the twentieth century. Prevalent architectural styles include examples of the Federal, Greek Revival, Gothic Revival, Italianate, Second Empire, Stick, Shingle, Classical Revival, Colonial Revival, Shingle, Dutch Colonial Revival, Craftsman, and Spanish Colonial Revival styles. Examples of the Cape Cod Cottage building type are also present. The Taunton Center Area includes many high style residential buildings and the boundaries of the area terminate on Arlington and Summer streets east of the rail right-of-way to exclude altered, lower integrity architectural examples. The Taunton Green area was the location of the first settlers' meeting-house and school in the mid-seventeenth century (not extant) and developed into the civic center for the city as early as 1848. The Taunton Center Area is recommended eligible for National Register listing at the local level under Criteria A and C for its associations with development of the city from its settlement to the mid-twentieth century and for its broad range of high style historic architecture.

4.5.1.2 High Street Area (Map No. Ta.D)

The High Street Area is a residential neighborhood bounded by the Mill River to the north, the Stoughton Line right-of-way on the Stoughton Alternative to the east, the Attleboro Secondary right-of-way on the Whittenton Alternative to the south, and Winthrop Street to the west. The area encompasses 75 properties. The majority of the historic buildings in the area are Victorian period residences constructed between 1870 and 1910, although several examples of earlier Federal, Greek Revival, and Italianate residences are also present, primarily along Spring Street. Most buildings retain a high degree of architectural integrity and minor alterations include window replacement and the installation of synthetic siding. The High Street Area encompasses the previously surveyed Harrison Street Area (Map No. Ta.V, MHC No. TAU.I), of 28 properties that comprise an intact streetscape of Greek Revival, Italianate, and Second Empire style wood-frame dwellings, constructed between 1850 and 1900. The High Street Area is recommended eligible for National Register listing at the local level under Criteria A and C for its associations with the development and expansion of Taunton due to industrialization and collection of nineteenth- and early-twentieth-century architecture.

4.5.1.3 Whittenton Mill Area (Map No. Ta.F)

The Whittenton Mill Area is centered on Whittenton Street, east of the Mill River, and is located east and west of the Whittenton Branch right-of-way on the Whittenton Alternative. The area encompasses the proposed Whittenton Station along with approximately 80 residential and industrial properties associated with the Whittenton Mills Complex (Map No. Ta.G), which was constructed between 1858 and 1895. The purpose of identifying this area was to address the significance of the worker housing and other structures associated with the Whittenton complex that were not listed in the National Register in 1984 as part of the Whittenton Mill Complex Historic District (see Map No. Ta.G). The area consists primarily of modest, nineteenth-century, one-and-one-half-story, wood-frame, identical worker housing that forms distinct streetscapes along First, Second, Third, Fourth, and Fifth avenues. Examples of worker housing include Greek Revival style duplexes with side gable roofs, shed dormers, and interior chimneys; and similar Greek Revival style single-family residences with front or side gable roofs. Although the majority of the houses in the area have been altered by window and door replacement and the installation of synthetic siding, the buildings retain their original form and arrangement, and the area retains its setting of compact housing with direct views of the mill. The Whittenton Mill Area is eligible for National Register listing at the local level under Criteria A and C for its associations with the nineteenth-century industrial development of Taunton and as an intact example of nineteenth-century mill village.

4.5.1.4 Reed and Barton Mill Village (Map No. Ta.H)

The Reed and Barton Mill Village is a compact neighborhood of worker housing located along Meadow, Cottage, and Lawrence streets, to the southeast of Whittenton Branch right-of-way on the Whittenton Alternative. The northwest end of the district is approximately 200 feet from the Whittenton Street railroad crossing and proposed Whittenton Station. The area encompasses approximately 87 properties developed with one-and-one-half to two-and-one-half-story, wood-frame residences; a common type of worker housing constructed in Taunton between the mid- to late-nineteenth century. The majority of the buildings exhibit the Greek Revival or Italianate style, and there are a few examples of the Two-Decker building type. Each streetscape has examples of identical housing with dramatic views of the brick Reed and Barton Mill complex (1830–1890) to the southeast (out of the project APE). The Reed and Barton Mill Complex (MHC No. TAU.Q) was listed in the National Register in 1984 as part of the Taunton MRA and a separate area of associated worker housing located on Cottage and West Britannia streets has been previously surveyed. The Reed and Barton Mill Village is eligible for National Register listing at the local level under Criteria A and C for its associations with the industrial and residential development of the city, and as a good, intact example of a nineteenth-century mill village in Taunton.

4.5.1.5 Ancient Whittenton Area (Map No. Ta.I)

The Ancient Whittenton Area (MHC No. TAU.R) is a linear area located on Whittenton and Warren streets that intersects the Whittenton Branch right-of-way on the Whittenton Alternative at the Warren Street railroad crossing. The area encompasses approximately 40 properties, including four eighteenth-century houses possibly associated with settlers who initiated the use of the Taunton River for iron forges near this location. The area includes several nineteenth-century Cape Cod Cottages, worker housing duplexes, and Stick and Queen Anne style residences. Many of the houses have been altered by the replacement of original windows and doors and the installation of synthetic siding, but they retain their overall design characteristics and setting. The Ancient Whittenton Area was surveyed in 1979, but no National Register evaluation was completed. It is eligible for National Register listing at the local level under Criteria A and C for its associations with the early residential settlement and industrial development of Taunton, and for its collection of intact, historic residential architecture.

4.5.1.6 Hart Street Area (Map No. Ta.L)

The Hart Street Area is located in East Taunton, on both sides of the Attleboro Secondary right-of-way on the Stoughton Alternative, equidistant from Weir Junction and Cotley Junction. It is an irregularly shaped residential area oriented on Hart Street, demarcated by the intersection of America and Linden streets to the north and Williams Street to the south. The area was originally farmland, primarily owned by the Hart and Williams families. By 1870, John W. Hart had established a brickyard, later known as the Stiles and Hart Brick Company, on the north side of Hart Street. A residential neighborhood built up around the complex throughout the late-nineteenth and early twentieth centuries. The Hart Street Area includes approximately 56 contributing and 19 non-contributing properties. The majority of the contributing buildings are residences constructed between the mid-nineteenth and early twentieth century. Prevalent architectural types and styles include Greek Revival, Italianate, Queen Anne, Cape Cod Cottage, Colonial Revival, and Bungalow. The area also includes an Italian Social Club and a former store and poultry farm. The majority of the buildings retain their original setting, design, and materials, with the exception of window replacement, the installation of synthetic siding, and small additions. The Hart Street Area is eligible for National Register listing at the local level under Criteria A and C for its associations with the economic growth and development of Taunton neighborhoods and as a well preserved collection of domestic architecture in Taunton during the second half of the nineteenth century.

4.5.1.7 Tremont Street Area (Map No. Ta.T)

The Tremont Street Area extends from approximately Horton Street to the Attleboro Secondary grade crossing at Tremont Street on the Whittenton Alternative. The area is a linear corridor encompassing 28 properties developed primarily with early- to late-nineteenth-century Greek Revival, Italianate, and Second Empire style dwellings. The houses are one-and-one-half to two-and-one-half story wood-frame structures with full-width or entrance porches, set back

approximately 50 feet from the street. All of the buildings in the area retain their original siting, massing, and some of their ornamental features, but some have been altered through window replacement and the installation of vinyl siding. One property within the area, the N.S. Mason House is individually listed in the National Register, as part of the 1984 Taunton MRA. The Tremont Street Area is eligible for National Register listing under Criteria A and C for its associations with the nineteenth-century residential development of Taunton and for its intact collection of nineteenth-century domestic architecture.

4.5.2 Individual Properties Recommended National Register Eligible

Two individual properties in Taunton were found to be eligible for listing in the National Register.

4.5.2.1 Staples Coal Company Coke Silos and Warehouse (Map No. Ta.160)

The Staples Coal Company property is located off White Avenue and abuts the northeast side of the Attleboro Secondary right-of-way on the Whittenton Alternative. The company functioned as a railroad served fuel supplier that provided anthracite coal for domestic use, and bituminous coal and coke for foundries, blacksmithing, and other commercial uses. The property contains a two-and-one-half-story, gable-roofed, wood-frame warehouse constructed circa 1870 and a collection of 12 concrete block silos set atop a one-story, rectangular concrete base, constructed circa 1920. The Staples Coal Company Coke Silos and Warehouse property is eligible for National Register listing at the local level under Criteria A and C. Under Criterion A, the property possesses important historical associations with the local metals industries in Taunton, and provided Coke used to melt metals in iron foundries and for the production of jewelry, household metals, nails, and locomotive components. The property meets Criterion C as a regionally unusual and rare surviving example of a coke storage and distribution facility, which is more typical in areas with higher consumption of coke.

4.5.2.2 Rhodes Button Company (Map No. Ta.225)

The Rhodes Button Company (MHC No. TAU.258, TAU.625) is located at 12 Porter Street, approximately 50 feet southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Porter, Cohannet, and Winthrop street grade crossings. The property consists of a compact lot with two connected one-and-one-half story wood-frame machine shops constructed circa 1860 and a three-story brick loft constructed in 1879. The machine shops are rectangular buildings with gable roofs, box monitors, brick chimneys, and historic clapboard siding. One-story brick and wood-frame and additional chimney stacks are attached to the side and rear elevations of the machine shops. The brick loft is a three-bay wide, 13-bay long rectangular building with a slightly pitched gable roof, stone foundation, and segmental arched window openings with flush brick lintels. Stephen Rhodes moved to Taunton in 1830 and produced buttons, and coffin and upholstery tacks on the property during the mid-nineteenth century. As the company expanded, Stephen and his son Marcus Rhodes began

manufacturing wiring nails and fasteners for utilities companies. The property was originally located adjacent to the Mason Machine Works, manufacturer of locomotive components. The Rhodes Button Company is eligible for listing in the National Register at the local level under Criteria A and C. Under Criterion A, the property possesses significant historical associations with the nineteenth-century industrial development of Taunton, and was part of a large local network of railroad served or iron related industries. Under Criterion C, the property retains two well-preserved examples of mid-nineteenth century industrial architecture on their original site, which are rare surviving remnants of a historical concentration of railroad served industries in the area (Winters 1979b).

4.5.3 Historic Resources Not Eligible for National Register

4.5.3.1 Weir Village Area (Map No. Ta.K)

The Weir Village Area (MHC No. TAU.K) extends on either side of the Attleboro Secondary right-of-way on the Stoughton Alternative at the Ingell Street rail crossing. Weir Village, consisting of approximately 71 buildings, is an irregularly shaped area centered at the intersection of Ingell, Plain, Weir, West Water, and First streets. Located on the Taunton River, Weir Village developed during the nineteenth century as a major local shipping center and the production center for the iron, copper, brick, and stove industries. This area includes a variety of residential, commercial, and industrial properties associated with the growth of Taunton's nineteenth- and early-twentieth-century industries. Due to a loss of integrity through the demolition of two of the three most prominent related mill complexes within the APE (the Taunton Cotton Manufacturing Company and half of the Weir Stove Company), this area is not eligible for National Register listing. One individually listed National Register property, Cohannet Mills No. 3 (Map No. Ta.089), remains within the APE and is discussed in Chapter 3. Two individually listed National Register properties identified in the 2009 survey for the DEIS/DEIR are outside of the project baseline APE and are discussed at the end of this chapter.

4.5.3.2 Hodges Avenue Area (Map No. Ta.U)

The Hodges Avenue Area is an irregularly shaped neighborhood located on the northeast side of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Tremont Street grade crossing, along Chandler, Hodges, and White avenues. The area is comprised of approximately 72 properties with modest mid to late-nineteenth century worker housing, a mill overseer's house, along with two former industrial buildings, the Diamond Textile Mill complex and an ice house. Housing types in the area include one-and-one-half to two-and-one-half-story, Greek Revival Italianate, Second Empire, and vernacular style buildings, two-deckers, and gable-roofed multi-family dwellings. The Hodges Avenue Area likely housed workers of several area industries, including the Taunton Cotton and Machine Company, formerly located on the Mill River between Hodges Avenue and Park Street. Due to numerous alternatives resulting in a loss of integrity, the Hodges Avenue Area is not eligible for National Register listing.

4.5.3.3 Bridge No. 12.00 over Brickyard Road (Map No. Ta.091)

Bridge No. 12.00 carries the Attleboro Secondary right-of-way on the Stoughton Alternative over an abandoned private lane that forms an extension of Akron Lane in Taunton. The bridge is a two-track, single-span, metal, stringer structure with an open timber deck. Separate superstructures for each track cross the 14 foot span. The east deck, now without rails, consists of a pair of stringers (one under each rail) and lateral and diagonal L-channel cross-bracing. Each stringer is assembled from pair of rolled iron I-beams joined with riveted diaphragms. The west deck consists of a pair of rolled steel I-beam stringers (one under each rail). The stringers are reinforced with welded lateral and diagonal crossbracing. The bridge abutments, which appear to predate the superstructure, are assembled of massive split granite ashlar bound with heavy iron cramps. Each abutment has about 3 inches of unreinforced concrete cast onto its face. The first establishment of a bridge at this location is unknown, although historical maps show brickyard activity in the vicinity beginning in the 1870s. The east superstructure was erected in 1906 by the Boston Bridge Works for the New York, New Haven & Hartford Railroad. The west superstructure date is unknown, but its welded assembly indicates that it was erected sometime after World War II. Bridge No. 12.00 is not eligible for listing in the National Register. Both halves of the structure are typical examples of one of the most common types of railroad bridge design. The structure is not associated with any significant developments in Taunton's transportation network.

4.5.3.4 New York, New Haven, and Hartford Railroad Bridge over the Mill River (Map No. Ta.149)

The New Haven Railroad Bridge over the Mill River (Bridge No. 20.66) is located on the Whittenton Branch on the Whittenton Alternative between Warren and Whittenton streets in Taunton. This ca. 1930 structure is a seven-span, continuous, reinforced concrete deck bridge with an asphalt deck surface and pipe railings. It is approximately 80 feet long between the abutments, 27 feet wide (out-to-out), and has typical spans of 16 feet. The solid concrete cutwater piers have a small open section consisting of concrete posts, presumably to allow increased river flowage rates at flood stage. The structure is in poor condition. No plans are available for the structure, but historic maps indicated that the structure was constructed between 1915 and 1937 by the New Haven as a replacement for an earlier wood pile trestle on the same alignment. The New Haven Railroad Bridge over the Mill River is not eligible for National Register listing. The structure is a relatively late example of the commonly-used continuous concrete deck type and has no associations with important transportation improvements in Taunton. The bridge is located within the Whittenton Mills Area (Map No. Ta.F).

4.5.3.5 Taunton Car Manufacturing Company Building (Map No. Ta.206)

The Taunton Car Manufacturing Company (MHC No. TAU.257) is located at 3 Myrtle Street, approximately 400 feet south of the formerly proposed Taunton Depot station. The property contains a two-story, four-bay by one-bay, Italianate style, brick building constructed circa 1870. The building retains its original siting, massing, slightly-pitched gable roof with overhanging eaves, and segmental arched window openings. The building is the only remaining structure from the Taunton Car Manufacturing Company complex, which produced train and trolley cars. The company was strategically located close to the railroad and adjacent to two of the city's largest train component manufacturers, the Mason Machine Works and Taunton Locomotive Company. John H. Moore and James Booth purchased the property in 1881 and converted it into a molding and planning mill (Winters 1980a). The demolition of all of the other buildings that historically comprised the Taunton Car Manufacturing Company complex have resulted in a loss of integrity to the setting of this building. This building was not the primary facility in the complex and as a modest, common example of industrial architecture it does not possess architectural significance on its own to merit listing in the National Register.

4.5.3.6 Joseph E. Wilbar House (Map No. Ta.213)

The Joseph E. Wilbar House is located at 150 Cohannet Street, approximately 300 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Porter and Cohannet street grade crossings. The house is a two-and-one-half story, three-bay-wide, L-shaped Italianate style wood-frame building constructed circa 1860. It has been altered through the installation of vinyl siding, but retains its original siting, massing, overhanging eaves, an arched eave window, two-over-two wood sash, bracketed window hoods, and a pedimented entrance porch leading to a pair of paneled doors. A one-and-one-half-story, vinyl sided barn is located behind the house. Joseph E. Wilbar resided at the house from at least 1871 to 1895 and is the son of Joseph Wilbar, who designed the National Register-listed Mount Pleasant Cemetery (Map No. Ta.262) described above. The cemetery, established in 1834, is located approximately 1,000 feet south of the house. The Joseph E. Wilbar House has been altered by changes to siding and windows, and a large one-and one-half story gable-roof addition has been attached to the building. Its setting has also been altered, and the garage converted to a commercial building. The property is therefore not eligible for listing in the National Register.

4.6 Berkley Historic Resources Intensive Survey

The following areas/districts and individual properties in Berkley identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area/district and one individual property located outside of any area/district boundaries are eligible for listing in the National Register.

4.6.1 Areas/Districts Recommended National Register Eligible

4.6.1.1 Myricks Street Area (Map No. Be.C)

The Myricks Street Area is located on the New Bedford Main Line and Fall River Secondary right-of-ways in southeast part of Berkley, and includes a segment of Myricks Street and all of Grove and Mill streets. The area encompasses approximately 49 properties, of which 38 contribute to its historic and architectural significance. The center of the area is within the 800 foot APE, but the boundaries of this area extend to encompass additional properties to the east and west. The area is comprised of primarily one-and-one-half-story, modest residences constructed between the mid-nineteenth century and early twentieth century in the Greek Revival, Italianate, and Colonial Revival styles that are currently in fair condition and for generally retain architectural integrity. Originally part of Taunton, Myricksville developed as an important railroad transshipment center for the agricultural goods produced in the region. During the late nineteenth century, a small textile mill (no longer extant) was constructed between what is now 6 and 12 Mill Street. The Myricks Street Area is eligible for listing in the National Register under Criterion C at the local level for its representation of mid-nineteenth to early-twentieth century residential architecture within the town of Berkley.

4.6.2 Individual Properties Recommended National Register Eligible

4.6.2.1 Residence, 1 Macomber Street (Map No. Be.006)

The property at 1 Macomber Street is located approximately 50 feet east of the New Bedford Main Line railroad crossing at Padelford Street. The building is an asymmetrical, generally rectangular, two-story, three-bay by five-bay, wood-framed Italianate-style farmhouse with a wrap-around built-in classical-style porch, an attached rear Italianate-style addition, and connected barn. The building was constructed in 1860 directly across Macomber Street from the New Bedford and Taunton Railroad line in the village Myricksville, just west of the village center. The property was located within the boundary of Taunton until 1879, when Myricksville was annexed to the town of Berkley. Early residents of the farmhouse included members of the Padelford and Macomber families, who were prominent in Taunton's history (Beers 1871; Everts & Richards 1895). Italianate cottage style residences were common in Berkley throughout the town's early industrial period, spanning from 1830 to 1870. These properties were typically constructed with either side hall or center hall plans and gable-end chimneys. The application of rounded-arch windows within the gable ends was also common. The most elaborately-designed Italianate style residence in Berkley is a circa 1865 with a two gable-end chimneys on South Main Street. At this time, the town was identified as "almost exclusively an agricultural town and as such reported 125 farms in 1865, producing Indian corn, potatoes, and various fruits" (Massachusetts Historical Commission 1981e:6-7). The property retains integrity of location, design, workmanship, materials and feeling as a Italianate style farmhouse. It is eligible for National Register listing under Criterion C at the local level for its representation of the Italianate style as applied to a rural residence.

4.7 Lakeville Historic Resources Intensive Survey

The following areas/districts and individual properties were included in the intensive survey in Lakeville and evaluated as to their eligibility for listing in the National Register. One area/district in Lakeville was defined during the course of the reconnaissance survey for the DEIS/DEIR as eligible for listing in the National Register. Two individual properties were evaluated as not eligible for the National Register.

4.7.1 Areas/Districts Recommended National Register Eligible

4.7.1.1 Assonet Cedar Swamp Area (Map No. La.C)

The Assonet Cedar Swamp Area (MHC No. LAK.D) is a cultural landscape encompassing the majority of the New Bedford Main Line right-of-way that extends through Lakeville. The area is comprised of approximately 2,670 acres of natural and cultural resources roughly bounded by Malbone, Mill, and Freetown streets, Pierce Avenue, and County and Howland roads. The center of the area is the Assonet Cedar Swamp, which is currently preserved as a wildlife refuge. The Swamp historically supported residential and agricultural development on its periphery, and served as an important source of cedar managed and harvested by local residents. The remainder of the area encompasses approximately 38 early-eighteenth to early-twentieth-century residences, mill sites, quarry sites, and cemeteries. The area boundaries include the Beechwoods/Pierce Avenue Area (MHC No. LAK.G) that was surveyed prior to the Assonet Cedar Swamp Area. Since the Beechwoods/Pierce Avenue Area is within the Assonet Cedar Swamp Area, it is not separately identified in this report. The Assonet Cedar Swamp Area was previously surveyed and evaluated as eligible for the National Register at the local level under Criteria A, C, and D for its association with the historic settlement and development of Lakeville, its intact collection of eighteenth- and nineteenth-century residences, and its retention of several mill, quarry, and domestic sites (Berg and Longiaru 2002). This survey confirms the area's eligibility for National Register listing.

4.7.2 Individual Properties Recommended National Register Eligible

4.7.2.1 Pierce and Haskins Cemetery (Map No. La.024)

The Peirce and Haskins Cemetery is a small, informal, eighteenth- to late-nineteenth-century burial ground divided into seven family plots with 45 slate and granite headstones that date from 1785 to 1892, slate footstones, and unmarked plots. Set within a rural, residential neighborhood on private property, 500 feet southeast of the end of Adams Lane, the cemetery is located 200 feet east of the Fall River Secondary right-of-way and situated at the southern edge of a field and bound on all remaining sides by a wooded swamp area. Originally part of the Holloway farm, the property was settled in 1699. The cemetery has burials for members of the Peirce family, a family that, throughout the nineteenth century and into the early-twentieth century, resided within the immediate vicinity of the cemetery. Previous research has suggested

that the unmarked graves may date to the early- to mid-eighteenth century, with associations to Quaker communities in Lakewood (the Beechwoods and the Myrics), since Quakers during this period commonly left burials unmarked; however, these burials may have simply lost their gravestones over time, due to theft, erosion, and/or deterioration. A circa 1970 plot plan indicates that the cemetery is divided into seven plots. A site visit was not possible due to lack of access to determine integrity and photograph the cemetery. Therefore, for the purposes of the South Coast Rail Project review the Pierce and Haskins Cemetery is considered to be eligible for the National Register at the local level under Criterion A for its associations with the historical development of Lakeville, and possibly under Criterion C for containing examples of eighteenth- and nineteenth-century funerary art.

4.7.3 Historic Resource Not Eligible for National Register

4.7.3.1 Railroad Bridge No. 0.92 over Assonet River (Map No. La.025)

Railroad Bridge No. 0.92 over the Assonet River (Cedar Swamp) (no MHC no., Map No. La.025) carries the Fall River Secondary Line over the Assonet River in the forested southwest corner of Lakeville. The three-span, riveted plate girder deck bridge with an open timber deck rises about 5 feet above the river on split granite abutments and piers. It measures approximately 60 feet long between the abutments and 10 feet wide. Span length varies from 19.5 to 23 feet. The New York, New Haven & Hartford Railroad erected Railroad Bridge No. 0.92 in 1908 using girders from a railroad-owned bridge in New York State. The granite piers appear to predate the structure, although their exact date of construction could not be determined. This structure is not recommended eligible for listing in the National Register. The bridge is a relatively small example of a common railroad bridge type and is not associated with any important transportation improvements in Lakeville.

4.8 Freetown Historic Resources Intensive Survey

The following areas/districts and individual properties in Freetown identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area/district is eligible for listing in the National Register, and one individual property is not eligible.

4.8.1 Areas/Districts Recommended National Register Eligible

4.8.1.1 Slab Bridge Road Area (Map No. Ft.C)

The Slab Bridge Road Area is located immediately east of the Assonet Historic District and encompasses portions of Walnut and Elm streets, and Richmond, Slab Bridge, and Howland roads. The area overlaps with the APE along the Fall River Secondary Line and is adjacent to or overlaps three grade crossings. The area is comprised of modest, Georgian, Federal, Greek Revival, Cape Cod, and Bungalow residences constructed between the late eighteenth and early

twentieth century near the Assonet railroad depot (not extant). The depot was located near the railroad crossing of Slab Bridge Road (Beers 1871). The majority of the buildings in the area are in good condition, but have been altered by front porch additions, window replacement, and the installation of synthetic siding. Three houses in the area were previously included in the MHC Inventory: 21 Forge Road, the Rufus Macomber House at 26 Forge Road, and 28 Forge Road. The Slab Bridge Road Area is eligible for National Register listing at the local level under Criteria A and C as an intact early development of late-eighteenth to early-twentieth-century residential architecture with associations to early settlement patterns of Freetown.

4.8.2 Individual Properties Recommended National Register Eligible

No individual properties in Freetown were recommended as eligible for listing in the National Register.

4.8.3 Historic Resource Not Eligible for National Register

4.8.3.1 George Cummings House (Map No. Ft.002)

The George Cummings House is located approximately 400 feet west of the New Bedford Main Line right-of-way. The house is a rectangular, five-bay by three-bay, one-story, wood framed Cape Cod cottage constructed in 1806, with a late-nineteenth-century, one-story, side-gabled, rear addition that extends east and a secondary Queen Anne-style inset porch. The original owner of the property, George Cummings, was involved in town as a selectman, served as town assessor, and served in the war of 1812. In 1978, the George Cummings House was surveyed for listing in the state register (Thomas 1978). There are other better examples of late eighteenth- to early nineteenth-century Cape Cod style properties throughout Freetown; including the Charles A. Morton House (MHC No. FRE.133), the Hathaway House (MHC No. FRE.163), Dr. James Ashley House (MHC No. FRE.100), the Hopkins-Briggs House (MHC No. FRE.9), the Dr. Bradford Braley House (MHC No. FRE.150), and residences at 26 Forge Road (MHC No. FRE.67), and 21 Forge Road (MHC No. FRE.66). Therefore, this property is not individually eligible for listing in the National Register.

4.9 New Bedford Historic Resources Intensive Survey

The following areas/districts and individual properties in New Bedford identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area is eligible for National Register listing. This area is located within a larger area, which is not eligible. Six of the individual properties are eligible for inclusion in the National Register. These individual properties are located outside of any area/district boundaries.

4.9.1 Areas/Districts Recommended National Register Eligible

4.9.1.1 National Spun Silk Company Oneko Mills (Map No. NB.G)

National Spun Silk Company Oneko Mills (NBE.U) abuts the east side of the New Bedford Main Line. This complex of two free-standing brick and concrete mill lofts and a power house takes up the majority of a city block on three parcels. Three of five original buildings survive. Mill No. 2 (1918) is a typical early-twentieth century mill loft of fire-resistive brick and timber construction. Mill No. 3 (1920) is a Neo-Classical Style mill loft with a reinforced concrete, Turner-type, mushroom column frame. This five-story, 132-by-354-foot building has a pier-and-spandrel decorative scheme that makes extensive use of cast stone ornament. The Power House (1920) is Neo-Classical Style brick and cast concrete building that presents a simplified version of Mill No. 3's decorative scheme. National Spun Silk Company was organized in 1916 to manufacture spun silk cloth, a specialty product derived from waste left over from higher-quality silks. Demand for the cloth, which was used in defense-related products including gunpowder bags, rose dramatically due to World War I. Oneko Mills was one of a handful of facilities nationally that manufactured the product, and one of the larger silk companies in New Bedford. An expansion was planned for Mill No. 3 but never completed, leaving it with an asymmetrical appearance. A Weave Shed and combined Blacksmith Shop/Boiling and Drying House/Sorting House are now demolished. The National Spun Silk Company Oneko Mills is eligible for listing in the National Register under Criterion A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex has important associations with the development of New Bedford's silk industry, a significant component of the city's larger textile economy. Under Criterion C, the complex is significant for its architecturally-distinguished Neo-Classical architecture and for its examples of early twentieth century brick and concrete mill loft construction.

4.9.2 Individual Properties Recommended National Register Eligible

4.9.2.1 Lambeth Rope Corporation Complex (Map No. NB.010)

The Lambeth Rope Corporation Complex is located at 627 to 637 Tarkiln Hill Road and abuts the west side of the New Bedford Main Line right-of-way, near the Tarkiln Hill Road railroad crossing. The Lambeth Rope Corporation Complex (MHC No. NBE.641), constructed 1894-1918 consists of a brick office building, a connected brick loft and ropewalk, and a small wood frame freight house. Lambeth Rope Corporation was founded in 1894 and held rights to manufacture cotton transmission rope patented by the Lambeth Company of Blackburn, England. The product was used in rope drive systems in textile and other mills. The Lambeth Rope Corporation complex is eligible for National Register listing under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex, as a manufacturer of a specialized mill product, is associated with New Bedford's economically-significant textile industry. Under Criterion C, the complex represents an unusual example of a specialized rope manufacturing facility, including a rare surviving ropewalk building.

4.9.2.2 Manomet Mills Cotton Mill No. 4 (Map No. NB.011)

The Manomet Mills Cotton Mill No. 4 (MHC No. NBE.633) is located at 91 King Street on the east side of the New Bedford Main Line right-of-way, adjacent to Belleville Warehouse Co. Cotton Storage Building (NB.012). The integrated textile manufacturing complex includes a massive (approximately 900-foot long) three-story brick Spinning Mill, a smaller attached Picker Mill and Boiler House, and an Office. A Butler-type addition has been added across the north half of the Spinning Mill. Together, the buildings are a typical, but large-scale, example of early twentieth-century fire-resistive mill loft construction. Manomet Mills Cotton Mill No. 4 was designed by noted industrial architect C.R. Makepeace as a tire cord manufacturing facility for the William Whitman Company. This company also owned three other Manomet Mills, which are located on Belleville Avenue outside the project APE. The Firestone Tire and Rubber Company owned Mill No. 4 from 1927 to 1967 and used it for textile manufacturing and later weapons manufacturing. Manomet Mills Cotton Mill No. 4 is eligible for the National Register under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the building is associated with one of New Bedford's leading early twentieth-century textile companies – William Whitman Company, and also gains additional significance for its association with the Firestone Tire and Rubber Company, another important company in the twentieth-century economy of southeastern Massachusetts. Under Criterion C, the loft complex is significant as a major work of C.R. Makepeace and as an outsized example of integrated textile mill construction in the city during the early twentieth century.

4.9.2.3 Pierce Brothers Textile Mill Complex (Map No. NB.026)

The Pierce Brothers Textile Mill Complex is located approximately 100 feet west of the New Bedford Main Line right-of-way at 1125-1129 County Street. This property encompasses five early-twentieth-century connected brick buildings constructed by Andrew G. and Edward T. Pierce, including a Store House, Card Room, Main Mill, Boiler House, and Office (MHC No. NBE.612). A Weave Shed in the complex is now demolished. The buildings all employ typical early-twentieth century, fire-resistive mill loft construction. The Pierce Brothers founded the Pierce Brothers Limited in 1909 to the manufacture of fine cotton products, such as umbrella cloth and architectural tracing cloth. They had previously founded in 1892 the Pierce Manufacturing Corporation for cotton and silk goods and aircraft fabrics. Brothers Textile Mill Complex is eligible for National Register listing under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex is associated with New Bedford's significant early-twentieth-century textile industry. Under Criterion C, the complex presents a nearly-intact example of an early twentieth century integrated textile manufacturing facility incorporating well-preserved examples of fire-resistive brick mill loft architecture.

4.9.2.4 Christ Presbyterian Church (Map No. NB.029)

The Christ Presbyterian Church is located approximately 250 feet west of the New Bedford Main Line right-of-way at 1097 County Street. The church is a rectangular, wood-framed, one-

and-one-half-story, gable-front, Gothic Revival style wood-framed building either constructed or moved to its present location between 1924 and 1950, during a time when New Bedford's population peaked. It continues to operate as a church used by the Iglesia Adventista Del Septimo Dia. In the town of New Bedford, the Gothic Revival style was most prevalent in residences of the 1840s. The best-preserved and widely identified example in the area is the Gothic Cottage-style William J. Rotch House (MHC No. NBE.210), constructed by renowned architect, A.J. Davis. Few Gothic Revival style churches were constructed in New Bedford during the Early Industrial Period (1830-1870), including the granite-block, First Congregational Church (1838), also constructed by Davis, and the wood-framed, high-style Lund's Corner Congregational Church (MHC No. NBE.2733). This tradition fell into the Late Industrial Period (1870-1915) with the Grace Episcopal Church (MHC No. 2720) constructed by Boston Architects Van Bunt and Howe. By New Bedford's Early Modern Period (1915-1940) when the Christ Presbyterian Church was built, churches were usually Catholic in denomination and typically constructed in the Eclectic style, specifically Colonial Revival, Neoclassical, and even Tuscan. The church is eligible for National Register listing under Criterion C as a relatively rare and intact local example of a wood frame Gothic Revival ecclesiastical building.

4.9.2.5 Engine House No. 10 (Map No. NB.053)

Engine House No. 10 (a/k/a Purchase Street Fire Station) is located approximately 75 feet west of the New Bedford Main Line right-of-way at 2071 Purchase Street. The station is a rectangular, two-story, three-bay by seven-bay, hipped-roof, brick Renaissance Revival building constructed circa 1910 with a single story flat-roofed addition, and a six story drill tower constructed in 1941. There are few fire stations in New Bedford similar in design to the Engine House No. 10. One of the earliest existing fire stations is New Bedford Fire Station No. 3 (MHC No. NBE.2788), constructed in 1867. Likely an inspiration to the construction of the Purchase Street station, the Romanesque Revival style Engine House No. 7 was constructed in 1890 on the southeast corner of Durfee Street and Mount Pleasant Street, with a rectangular form, hipped-roof, single-story attached entrance, drill tower, and rounded-arch openings. Other stations that preceded the Engine House No. 10 included Engine No. 8 House (MHC No. NBE.2855), Station No. 3 (MHC No. NBE.2788), Old Central Engine House, Howland Station No. 4, Pairpoint's Engine House, and the Lund's Corner Station No. 9. Constructed in 1910, the property at 2071 Purchase Street is the latest of these identified existing fire stations. Engine House No. 10 is eligible for National Register listing under Criteria A and C at the local level for its historical association with the development of city-sponsored public services and as an intact example of early-twentieth-century fire station design.

4.9.2.6 New Bedford Cotton Storage Company North Stores Warehouse and Annex (Map No. NB.081)

New Bedford Cotton Storage Warehouse Company North Stores (NBE.613) lies on the east side of the New Bedford Main Line and includes a Warehouse and detached Annex. The Warehouse is an outsized example of a typical early twentieth-century storehouse executed in fire-resistive mill loft-type construction. The six-story structure is 108 feet wide and 373 feet long. It has a

prominent four-story tower, brick walls with shallow projecting piers, and small segmental arch windows with wood sash. Loading bays with wood freight doors extend the full height of the building on the north elevation. A covered railroad loading dock has been demolished on the west end of the building. The Annex is a one-story rusticated concrete block storehouse. The New Bedford Cotton Storage Warehouse Company constructed its facility for cotton storage ca. 1910 and, by 1924, had expanded it with the Annex Building for paper and twine storage. The company was established in 1910 with leadership from textile firms in the city and its mission was to provide public warehousing space to textile and other manufacturing concerns. The firm pioneered the business in New Bedford and was a recognized leader in the field. Its North Stores Warehouse was one of three built by the company in New Bedford; the other two being the Terminal Stores near the city center, and the Union Stores, at the north end of the city. The warehouse was used particularly for cotton products, although it also housed some household and paper goods. Such facilities provided an essential service for the textile industry by supplying ancillary storage space for mills and facilitating trade between the mills, their suppliers, and their clients. New Bedford Cotton Storage Warehouse Company North Stores is eligible for listing in the National Register under Criterion A and C at the local level in the areas of industry and architecture. Under Criterion A, the building is associated with the warehousing trade in New Bedford – a critical supporting industry for the city’s significant textile businesses. Under Criterion C, the building is an outstanding example of early twentieth-century, fire-resistive mill loft construction as applied to a storage warehouse. It is an especially large example of the building form that viscerally demonstrates the huge scale of textile manufacturing in the city.

4.9.3 Historic Resources Not Eligible for National Register

4.9.3.1 Brook Street Industrial and Commercial Area (Map No. NB.B)

The Brook Street Industrial and Commercial Area is a linear area located along the east side of the New Bedford Main Line right-of-way between Coggeshall, Collette, and Brook streets. The area combines five late-nineteenth- and early-twentieth-century brick and concrete mill complexes historically used for textile manufacturing, food production, and warehousing. These include (north-south) the New Bedford Cotton Mills Corporation (NBE.J), the Taber Mill complex (NBE.I), the National Spun Silk Company’s Onoko Mills (NBE.U), Dawson’s Brewery (NBE.D), and the New Bedford Cotton Storage Company – North Stores (NBE.613). The intensive survey found that demolition of critical historical components of several complexes (New Bedford Cotton Mills, Taber Mills, and Dawson’s Brewery) had created large vacant lots within the area that made it ineligible for listing in the National Register. Two properties, National Spun Silk Company’s Onoko Mills (NBE.U) and the New Bedford Cotton Storage Company – North Stores (NBE.613) were found to have significance and integrity sufficient to render them eligible for listing in the National Register individually, as discussed above.

4.9.3.2 Guardian Angel Parochial Schoolhouse (Map No. NB.064, Photo No. 097)

The Guardian Angel Parochial Schoolhouse is located approximately 300 feet east of the New Bedford Main Line right-of-way at 844 Acushnet Avenue. The building (MHC No. NBE.494) is a two-and-one-half-story, wood-frame building sheathed in vinyl siding, with a hip roof and front gabled entrance, constructed in 1896 to serve as a school managed by the Sisters of the Holy Cross. Opening in 1897, the school operated for twelve years as the Guardian Angel Parochial School until it transitioned into the church of Our Lady of the Holy Rosary, formed by two, small, local churches, St. Anthony's and Sacred Heart. While the first floor remained in use as a school, the second story was used for church services. This church continued to be active until 1966, when attendance declined after the removal of several residences to accommodate highway development. In 1978, the property was surveyed for listing in the state register (Mendes 1978). Lacking architectural integrity with extensive non-historic additions and modifications, the Guardian Angel Parochial Schoolhouse is not eligible for National Register listing.

4.10 Fall River Summary of Historic Resources

The following areas/districts and individual properties in Fall River identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. Two out of four areas/districts are eligible for listing in the National Register. Six of the individual properties identified in the survey are eligible for inclusion in the National Register. These individual properties are located outside of any area/district boundaries. Two area/districts and six individual resources are not eligible for National Register listing.

4.10.1 Areas/Districts Recommended National Register Eligible

4.10.1.1 North Main Street Area (Map No. FR.D)

The North Main Street Area is an approximately one-mile-long residential corridor roughly bounded by the Fall River Secondary right-of-way to the west, Millard Street to the north, Route 79 to the east, and Herman Street to the south. It encompasses 111 contributing and 25 non-contributing properties dating from the early nineteenth to the early twentieth centuries. Building styles and forms represented include Federal, Italianate, Second Empire, Classical Revival, Craftsman, Colonial Revival, Dutch Colonial Revival, Bungalow, and Cape Cod. Some buildings have been altered with synthetic siding and replacement windows, but the overall area retains its architectural integrity and setting. Three of the properties within the area are individually listed in the National Register as part of the Fall River MRA and one additional property is potentially eligible for individual National Register listing. The North Main Street Area is eligible for listing in the National Register under Criteria A and C at the local level for its association with the residential development of Fall River during the nineteenth and early twentieth centuries and as an intact neighborhood of period residential architecture.

4.10.1.2 Durfee Street Area (Map No. FR.L)

The Durfee Street Area is a large, one-mile-long residential area roughly bounded by the Fall River Secondary right-of-way to the west, Presidents Avenue to the north, the Highland Historic District (part of the Fall River MRA, 1983) to the east, and Pine Street to the south. It encompasses approximately 177 properties constructed from the early nineteenth century through the twentieth century in a wide range of architectural styles. Further study of the pattern of development in the area resulted in removing the section north of Prospect Street from this area (FR.L) and including it in the area the Wellington-Brownell Street Area (FR.I) (recommended not eligible). The street grid within the area was laid out by 1850 and became denser after the development of several neighboring textile mills in the late nineteenth and early twentieth century. The contributing buildings in the area generally possess a high degree of architectural integrity and are in good to excellent condition. One property within the area is eligible for individual National Register listing, 524 Durfee Street (Map No. FR.081). The Durfee Street Area is eligible for National Register listing under Criteria A and C at the local level for its association with the residential development of Fall River during the nineteenth through mid-twentieth century and as an intact neighborhood of historic residential architecture.

4.10.2 Individual Properties Recommended National Register Eligible

4.10.2.1 William J. Wiley Middle School (Map No. FR.013)

The William J. Wiley Middle School is located approximately 500 feet east of the Fall River Secondary right-of-way at 2585 North Main Street, and is within potentially National Register eligible North Main Street Area. The school is a rectangular, two-story, five-bay by two-bay, flat-roofed, steel and concrete structure building sheathed in red brick and brownstone trim constructed in the Classical Revival style. Constructed between 1911 and 1912, The William J. Wiley was one of the first new wave of schools to be constructed during a period of educational expansion. It was built during a period when the majority of institutional properties constructed were ecclesiastical. During the Late Industrial Period (1870-1915), Fall River experienced extensive residential development, with a high style residential district extending northward from Highland Street. School system administrators began to identify a need for updated educational buildings within the city to address an issue of overcrowded classrooms. School buildings that shortly followed suit included the Hamlet Street School and later, the Ferry Lane School. A string of new school buildings were built following the William J. Wiley School, such as the Fall River School Administration Building circa 1915, Doran School in 1926 (MHC No. FLR.99), the Fall River Technical High School in 1929 (MHC No. FLR.3049), and several others. Like the William J. Wiley School, these properties were predominantly masonry buildings constructed in the Colonial Revival and Renaissance Revival styles with flat roofs. The William J. Wiley Middle School is eligible for National Register listing at the local level under Criteria A and C for its associations with the early-twentieth-century development of Fall River and as an intact, local example of a Classical Revival style schoolhouse.

4.10.2.2 311 Crescent Street House (Map No. FR.017)

The residence at 311 Crescent Street (MHC No. FLR.74) is located approximately 400 feet east of the Fall River Secondary right-of-way. The property at 311 Crescent Street in Fall River, MA, constructed circa 1880, is a French Second Empire duplex constructed in circa 1880 within a neighborhood developed to accommodate the booming textile industry of the period. Constructed just 600 feet east of the Border City Mills, the property was likely erected to provide upper-management housing that was close in proximity to the mills. The building is a two-and-one-half-story, seven-bay by three-bay, wood framed building with a simple wood trimmed mansard roof, sinuous molded lintels over the bracketed windows, and a deep bracketed molded cornice. Set on a raised topography with a mortared stone retaining wall, the house prominently stands on its small, cleared lot. Identical entrances are located at each end of the facade to accommodate this multi-family residence. In 1977, the property was surveyed for listing in the state register (Rosebrock 1977b). The 311 Crescent Street House is eligible for National Register listing at the local level under Criteria A and C as an example of a high-style Second Empire house constructed in association with Fall River's thriving late-nineteenth-century textile industry.

4.10.2.3 St. Michael's Roman Catholic Church (Map No. FR.050)

St. Michael's Roman Catholic Church is located approximately 250 feet west of the Fall River Secondary right-of-way at 207 Essex Street. The church is a Neo-Gothic Revival style brick building with a one and one-half-story nave, flanking one-story aisles, and a square tower. Walls are lit by stained glass windows with cast stone tracery. The property was constructed in 1896 as a basement church to serve a large community of immigrants from the Azorean Islands of Portugal, who settled in Fall River in the late nineteenth-century. In 1902, the church expanded to include a French Second Empire style rectory adjacent to St. Michael's Church on Essex Street, which has since lost architectural integrity. Between 1921 and 1922, major alterations were made to the basement church by the Charles Hodgate Company of Boston, MA, when a Gothic Revival building and concrete facade were completed. The center of a large Portuguese community, the church provided house calls while the church was temporarily closed while under construction. St. Michael's Roman Catholic Church is individually eligible at the local level under Criteria A and C for its associations with the growing Portuguese community of Fall River in the early twentieth century and as a good example of the Neo-Gothic Revival style.

4.10.2.4 Westport Manufacturing Co. Waste Department (Map No. FR.67)

The Westport Manufacturing Co. Waste Department building is located at 7 Oregon Street and abuts the west side of the Fall River Secondary right-of-way. The building is a two-story, three-bay-wide by eight-bay-long warehouse constructed of brick pier and spandrel walls with iron interior posts. Westport Manufacturing Co. were producers of coarse cotton yarns used in

carpet warp, mops, and wicking. Headquartered in Westport, Massachusetts since 1812, in 1916 the company determined to construct a Fall River facility for the collection of cotton waste from larger mills – the chief raw material for their goods. The Waste Department building, designed by architect E.I. Marvell, was the result. The building used for baling and storage of cotton for shipment to Westport. Its design is a small, but architecturally distinguished example of standard early-twentieth-century fireproof industrial design, as demonstrated by its materials and a firebreak wall that vertically slices the building between its fifth and sixth bays. The Westport Manufacturing Company Waste Department building is recommended eligible for listing in the National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the property is associated with Fall River's important textile industry and is demonstrative of the geographic and economic connections fostered by that industry within the Southeast Region of Massachusetts. Under Criterion C, the building is a well-preserved example of early twentieth century industrial architecture that demonstrates the principles of fire-resistive design.

4.10.2.5 524 Durfee Street House (Map No. FR.081)

The residence at 524 Durfee Street is located approximately 200 feet east of the Fall River Secondary right-of-way. The building is a two-and-one-half-story, three-bay by six-bay, wood-frame, multi-family Italianate style tenement constructed circa 1880 with a crossed-gable-front roof and a large, three-story, flat-roofed rear addition circa 1900. Located in a dense, residential development laid out by 1850, the property was built simultaneously with the construction of neighboring textile mills and coal yards in the late nineteenth century. The building was erected two properties east of coal industry development along the Old Colony Railroad Line, including the (no longer extant) William F. Thomas Coal Yard and the Globe Coal Company (established 1881). The 524 Durfee Street House is eligible for National Register listing at the local level under Criteria A and C. Under Criterion A, the building has important historical associations with the nineteenth-century residential and industrial development of Fall River and under Criterion C, the building is an excellent, intact, high-style local example of an Italianate house. The house is also a contributing property within the National Register eligible Pearce-Durfee Street Area (Map No. FR.L).

4.10.2.6 Borden and Remington Company (Map No. 089)

The Borden and Remington Company complex (MHC No FLR.2002) is located at 104 Anawan Street and abuts the west side of the Fall River Secondary right-of-way, approximately 200 feet east of the proposed Battleship Cove Station. The complex consists of a three-story brick loft with four connected brick and wood structures, and a one-story storage shed along the railroad. The Borden and Remington Company, makers of paint and dye and also manufacturers of cloth printers and dyers, were established at their current location ca. 1892 after a move from elsewhere in Fall River. As a dealer of chemicals and supplies to Fall River's huge cloth printing businesses, the company played an important role in the city's textile industry. The firm persists today at a new location as Fall River chemical manufacturer Boremco and has world-wide

distribution. The Borden and Remington Company complex is eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the building is significant for its associations with Fall River's economically-significant textile industry. Under Criterion C, the Borden and Remington Company Complex is a well-preserved industrial loft and warehouse complex that exemplifies late-nineteenth century mill loft construction techniques.

4.10.3 Historic Resources Not Eligible for National Register

4.10.3.1 Fall River Country Club Golf Course Area (Map No. FR.B)

The Fall River Country Club Golf Course, designed by A.H. Fenn in 1899, is an 18-hole course located on both sides of the Fall River Secondary right-of way at Country Club Road. It was originally designed as a 9-hole course to emphasize views of the waterfront and to be easily accessible from the railroad and local streetcar lines. An advertisement of this course in a golf directory from 1900 describes it as located at Somerset Junction, four miles from the Fall River railroad station. Since its inception, the course has seen modifications in order to interest long-time members. From 1900 until 1922, the 9-hole layout was rearranged twice. In 1975, the property was expanded into an 18-hole course. In its current state, the country club property includes portions of a nine-hole golf course that date to 1922. As the layout of the course has changed, several different clubhouses have been constructed over the course of the property's history. The original 1899 clubhouse burned in a fire in 1909, which was replaced by another clubhouse in 1910 that was remodeled by 1975. In 1989, the clubhouse was demolished for the construction of a new building, completed in 1990. The property no longer retains integrity as a late nineteenth-century golf course. Due to the loss of historic buildings and structures, Fall River Country Club Golf Course is not eligible for listing in the National Register.

4.10.3.2 Wellington-Brownell Street Area (Map No. FR.I)

The Wellington-Brownell Street Area is an approximately half-mile-long neighborhood bounded by North Main Street to the east, Weetamoe and Essex streets to the north, Lindsey Street to the west, and President Avenue to the south, straddling the Fall River Secondary right-of-way. It contains approximately 335 properties dating to the late nineteenth and early twentieth centuries. Further study of the pattern of development in the area resulted in the addition of the portion of the Pearce-Durfee Street Area (FR.L) north of Presidents Avenue to the area. Development of the neighborhood, formerly known as Mechanicsville, began in the 1870s and was associated with the opening of nearby textile mills such as the Mechanics Mills, Sagamore Mills, Border City Mill, and the Foster Spinning Company. Multi-family dwellings are a common building form in the area and architectural styles include the Italianate, Second Empire, Bungalow, Colonial Revival and Shingle. Some buildings have been altered with synthetic siding and replacement windows, but the overall area retains its architectural integrity and setting. One property within the area, St. Joseph's Roman Catholic Church (Map No. FR.066), is listed in the National Register and two properties, St. Michael's Roman Catholic

Church (Map No. FR050) and Westport Manufacturing Company Waste Department (Map No. FR.067), is eligible National Register listing. The Wellington-Brownell Street Area is eligible for listing in the National Register under Criteria A and C at the local level for its association with the residential development of Fall River during the nineteenth and early twentieth century industrial boom and as an intact collection of period residential architecture.

4.10.3.3 Jael Hathaway House (Map No. FR.003)

The Jael Hathaway House (MHC No. FLR.285) is located approximately 400 feet east of the Fall River Secondary right-of-way at 4042 North Main Street. The building is a rectangular, two-and-one-half-story, five-bay by three-bay, side-gabled, wood-framed, Federal style house with early 19th century and similarly styled one-story rear hipped-roof ell additions sheathed in clapboard and vinyl siding. The property is speculated to have been commissioned by Jael Hathaway, captain of a Freetown battalion of Loyalists during the American Revolution in 1785. The house shares a slightly sloping lot with a circa 1820 English barn, a non-historic outbuilding, and pool. Originally prominently situated on a raised topography, the building is now level with North Main Street, likely due to re-grading associated with highway maintenance. In 1977, the Jael Hathaway House was surveyed for listing in the state register (Rosebrock 1977a). Despite being an early local example of a Federal style house associated with a Loyalist captain, the property is not eligible for National Register listing, as the integrity has been compromised in the introduction of non-historic, synthetic materials and alterations.

4.10.3.4 Railroad Bridge near Ashley Street (Map No. FR.011)

Railroad Bridge (No. 8.58) near Ashley Street carries the Fall River Secondary Line over a closed, unnamed dirt road leading to a vacant wharf on the Taunton River. The structure is a single-track, single-span, timber stringer deck bridge. The bridge is supported near its midpoint with a timber pier and rests on split granite abutments. The open bridge deck extends 16 feet, 6 inches between the abutment faces and is 10 feet, 6 inches wide between its outer edges. There is approximately 6 feet of clearance between the underside of the deck and the lane. The deck is assembled from two bolted timber stringers that directly support the creosoted wood railroad ties and track. No plans are available for the structure are available for this structure, which appears on the 1915 railroad valuation map as Ashley's Underpass. Based on a comparison of existing conditions with previous bridge inspection reports, the structure appears to have been replaced or extensively reconstructed within the last 15 years. The Railroad Bridge near Ashley Street is not recommended eligible for listing in the National Register. This small example of timber stringer bridge was recently reconstructed and contains no noteworthy engineering features.

4.10.3.5 St. Matthew's Convent (Map No. FR.052)

St. Matthew's Convent is located approximately 300 feet west of the Fall River Secondary right-of-way at 189 Wellington Street. The convent is a rectangular, three-story, nine-bay by three-

bay, brick building constructed in the Colonial Revival style in 1920 with a full-height octagonal staircase addition, a two story full-width porch and an attached single car garage, and a rear elevation facing St. John's Cemetery. The building was built to the east of St. Matthew's Roman Catholic Church (no longer extant), to the west of St. Matthews Parochial School; to the north of St. John's Cemetery; and to the south of St. Michael's Roman Catholic Church Sunday School, apartments, and St. Michael's Roman Catholic Church. The building was constructed as part of the St. Matthews Roman Catholic Church complex, consisting of the circa 1910 St. Matthew's Roman Catholic Church (demolished between 1971 and 1996) and the circa 1920 St. Mathew's Parochial School. Although this property is not individually eligible for listing on its own merit, the convent is a contributing property within the National Register eligible Wellington-Brownell Street Area (Map No. FR.I).

4.10.3.6 St. Matthew's School (Map No. FR.053)

St. Matthew's School is located at 231 Wellington Street and abuts the west side of the Fall River Secondary right-of-way. The school is a two-story, Colonial Revival style brick and concrete building with a raised basement and a rear elevation facing St. John's Cemetery. The school was constructed circa 1920 as part of the St. Matthew's Roman Catholic Church complex and is associated with the St. Matthew's Convent (see description above). The building was built to the east of St. Matthew's Convent; to the north of St. John's Cemetery; and to the south of St. Michael's Roman Catholic Church Sunday School, apartments, and St. Michael's Roman Catholic Church. The building was constructed as part of the St. Matthews Roman Catholic Church complex, consisting of the circa 1910 St. Matthew's Roman Catholic Church (demolished between 1971 and 1996) and the circa 1920 St. Mathew's Convent. Over time, this property has lost integrity of design, with significant non-historic alterations of the original west-facing entrance and addition of a non-historic, modern main entrance on the northern elevation. Although this property is not individually eligible for listing on its own merit, the convent is a contributing property within the National Register eligible Wellington-Brownell Street Area (Map No. FR.I).

4.10.3.7 800 Davol Street Inn (Map No. FR.073)

The Davol Street Inn is a two-and-one-half-story, five-bay by three-bay, wood-frame, French Second Empire style building constructed circa 1910 and located approximately 400 feet from the proposed Fall River Depot Station on the Fall River Secondary right-of-way. It has a central, three-story tower extending from the south-facing facade and mansard roof with pedimented dormers. The main entrance features a broken scroll pediment and plain pilasters with a non-historic vinyl paneled door. The building was updated in the early twentieth century with a Colonial Revival style enclosed rear porch and entrance surrounds. Between 2003 and 2004, the property was extensively rehabilitated with non-historic alterations such as window replacement and a Colonial Revival style wrap-around porch with a dentilated cornice and simple balustrade. All historic fabric has been replaced with non-historic vinyl and faux slate.

The modifications to the building have resulted in a loss of integrity necessary to convey any architectural significance and building is not eligible for listing in the National Register.

4.10.3.8 American Printing Company Machine Shop (Map No. FR.088)

The American Printing Company Machine Shop (a/k/a American Print Works Machine Shop) is located approximately 400 feet west of the Fall River Secondary right-of-way near Battleship Cove Station, at the corner of Anawan and Water streets. The Machine Shop is an eight-bay-by-eleven-bay, two-story, brick mill loft with a subtly pitched gable roof. It was constructed circa 1900 as the American Print Works Machine Shop. In 1880, American Print Works was reorganized into the American Printing Company following a bankruptcy. The neighboring American Printing Company complex (see above), was listed in the National Register as part of the Fall River MRA in 1983, but the Machine Shop was not part of this nomination, possibly because it was primarily associated with a second company complex formerly located to the west of Water Street and now demolished. The Machine Shop currently houses the Marine Museum at Fall River and has been modified with new facade and flanking entrance towers and by the replacement of all the windows with panels. The American Printing Company Machine Shop is recommended to be not eligible for listing in the National Register. The building's associations with the existing American Printing Company complex appear to be marginal, and the modifications to the building have resulted in a loss of integrity necessary to convey any architectural significance.

4.11 Historic Resources Demolished or Outside of APE

4.11.1 Demolished

4.11.1.1 Benjamin Marshall House, Stoughton (Map No. St.075, St.D)

The Benjamin Marshall House (MHC STG.72) was located at 1823 Washington Street, approximately 300 feet east of the Stoughton Line right-of-way in Stoughton. Demolished in 2006, the remaining property is free of any buildings or structures, except for a wooden, molded post bearing the address, "1823," in vertical iron numbers. A recently erected, large wood post sign reads, "Future Home of St. James Lutheran Church, currently at 214 York Street, Canton." The house faced the street, but the rear of the property extended west to the railroad. The house was a five-bay-wide, Federal style, wood-frame building constructed ca. 1780 with a hip roof. Before it was demolished, it retained its original mass, wood clapboard, brick end chimneys, and central entrance with a Federal style fanlight and sidelights. The house was surveyed in 1988 as part of the South Stoughton Farm Area (MHC No. STG.E), a discontinuous area of five rural properties that are representative of Stoughton's nineteenth-century rural, agricultural character (Petruzzo 1988). This small group of properties are geographically dispersed and are more appropriately evaluated for the National Register individually. In the 2009 survey for the DEIS/DEIR, the Benjamin Marshall House was identified as potentially eligible for National

Register listing at the local level under Criteria A and C for its associations with the settlement of Stoughton and as a well-preserved rural example of a Federal style residence.

4.11.2 Outside of Project APE

4.11.2.1 Revere Copper Company Works Area, Canton (Map No. Ca.B)

The Revere Copper Company Works Area (MHC No. CAN.B) is located at 104 Revere Street, west of Canton Center in Canton, within a westward bend in the East Branch of the Neponset River southwest of the Stoughton Line right-of-way. The majority of this 33-acre, multiple-building, active industrial complex is 800 feet southwest of the Stoughton Line right-of-way, but the extant parking lot lies within the original Revere Copper Company lot line and extends into the APE. Intensive-level study of the Revere Copper Company Works Area (Map No. Ca.B, MHC No. CAN.B) has resulted in its removal from the project APE and it was not resurveyed and evaluated for National Register eligibility during the current survey. At the reconnaissance level, the fieldwork found that a small portion of this area intersected with the 400-foot project APE and the APE was, in accordance with survey methodologies, therefore expanded to encompass the area. However, intensive-level research using historical maps and aerial photographs shows that only an extremity of the area, an employee parking lot constructed between 1957 and 1969 on previously undeveloped land, actually falls within the 400-foot APE. This element is not included within surveyed bounds for the area as defined on previously-completed MHC inventory forms and is physically separated from the remainder of the area by Revere Street. Because of its minimal historical and limited physical associations with the Revere Copper Company and other historic-period occupants of the area, the parking lot is not a contributing resource within the area. The remaining, potentially significant portions of the area fall outside of the original 400-foot APE and additional survey and evaluation efforts for the property are no necessary.

4.11.2.2 Alfred Paul House, Taunton (Map No. Ta.087, Ta.C)

The Alfred Paul House (MHC No. TAU.294) is one of two individual National Register-listed properties that are outside the baseline APE but were included in the broadened APE for the potentially eligible Weir Village Area (Map No. Ta.K). Weir Village was evaluated as not National Register eligible (see above); therefore the Alfred Paul House is now outside the APE. The Alfred Paul House is located at 467 Weir Street in Taunton, approximately 700 feet southwest of the Attleboro Secondary right-of-way on the Stoughton Alternative near Weir Junction. The building is a square-plan, two-story, Second Empire style wood-frame house constructed circa 1860 for Alfred Paul, an important Weir Village industrialist and land owner. The house retains the majority of its design and material integrity, including a high mansard roof with elaborate dormers, and a porch with bracketed posts that wraps around the front of the building. The Alfred Paul House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the residential

development of Taunton and as a well-preserved example of the Second Empire architectural style.

4.11.2.3 Weir Engine House (Map No. Ta.088, Ta.C)

The Weir Engine House (MHC No. TAU.296) is one of two individual National Register-listed properties that are outside the baseline APE but were included in the broadened APE for the potentially eligible Weir Village Area (Map No. Ta.K). Weir Village was evaluated as not National Register eligible (see above); therefore the Weir Engine House is now outside the APE. The Weir Engine House is located at 530 Weir Street in Taunton, approximately 800 feet southwest of the Attleboro Secondary right-of-way on the Stoughton Alternative near Weir Junction. The building is a two-and one-half story, Queen Anne style, brick firehouse constructed in 1889 with a hip roof, gabled front dormer, and three prominent granite-trimmed fire engine doorways. It is one of three firehouses designed by Taunton's second Fire Chief, Abner Coleman, and one of only two that survive. The Weir Engine House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the development of Taunton and as a well-preserved example of a Queen Anne style firehouse.

4.12 Summary of Historic Resources by Community

4.12.1 Canton

The South Coast Rail Project in the Town of Canton extends approximately 2.3 miles along the Stoughton Line rail right-of-way and includes two existing stations, Canton Junction Station and Canton Center Station. Two areas/districts and five individual historic properties were identified within the Stoughton Alternative APE.

4.12.2 Stoughton

The South Coast Rail Project in the Town of Stoughton extends approximately 4.1 miles along the Stoughton Line rail right-of-way and includes one existing and one proposed station. The existing Stoughton Station is located at Wyman Street. The proposed new Stoughton Station site is located at Brock Street and the North Easton Station site is located on the town boundary between Stoughton and Easton. A total of one area/district and six individual historic resources were identified within the Stoughton Alternative APE.

4.12.3 Easton

The South Coast Rail Project in the Town of Easton extends approximately 6.6 miles along the Stoughton Line rail right-of-way and includes one station, the Easton Village Station. The proposed North Easton Station is located in Stoughton at the town boundary of Easton. Six

areas/districts, including one NHL consisting of discontinuous individual properties, and one individual historic property were identified within the Stoughton Alternative APE.

4.12.4 Raynham

The South Coast Rail Project in the Town of Raynham extends approximately 4.9 miles along the Stoughton Line and 1.2 miles along the Whittenton Branch rail rights-of-way. It includes one proposed station, Raynham Place, located on the Stoughton Line near the Easton town boundary. One area/district and one individual historic property was identified within the Stoughton Alternative APE.

4.12.5 Taunton - Summary of Project Effects

The South Coast Rail Project in the City of Taunton encompasses portions of four rail lines: Stoughton Line, Whittenton Branch, Attleboro Secondary, and New Bedford Main Line. The project area in Taunton extends approximately 2.0 miles along the Stoughton Line and 0.7 miles of the New Bedford Main Line rail right-of-way. It also extends approximately 2.1 miles along the Whittenton Branch and 1.6 miles of the Attleboro Secondary rail right-of-ways. A total of three stations are proposed in Taunton. The Stoughton Electric Alternative includes the Taunton Station on the Stoughton Line and the Taunton Depot Station on the New Bedford Main Line. The Whittenton Alternative proposes to construct the Dana Street Station on the Attleboro Secondary. A different station to serve this location, referred to as the Downtown Taunton Station, was also included in the intensive survey, before it was replaced by the Dana Street Station. Four areas/districts and nine individual historic properties were identified on the Stoughton Alternative. Nine areas/districts and fifteen historic properties were identified on the Whittenton Alternative. Two of these areas/districts (Map Nos. Ta.C and Ta.D) are on both the Stoughton and Whittenton Alternatives.

4.12.6 Berkley

The South Coast Rail Project area in the town of Berkley extends approximately 2.8 miles along the New Bedford Main Line and 0.7 miles along the Fall River Secondary rail rights-of-way. One area/district and one individual historic property were identified within the Stoughton Alternative APE.

4.12.7 Lakeville

The South Coast Rail Project in the Town of Lakeville extends approximately 2.8 miles along the New Bedford Main Line and 0.7 miles along the Fall River Secondary rail rights-of-way. One area/district and one individual historic property were identified within the Stoughton Alternative APE.

4.12.8 Freetown

The South Coast Rail Project in the Town of Freetown extends approximately 3.5 miles along the New Bedford Main Line and 5 miles along the Fall River Secondary rail rights-of-way. The project area also includes the proposed Freetown station, located on the Fall River Secondary line off South Main Street. Two areas/districts and one individual historic property were identified within the Stoughton Alternative APE.

4.12.9 New Bedford

The South Coast Rail Project in the City of New Bedford extends approximately 7.4 miles along the New Bedford Main Line rail right-of-way and includes two stations and one layover facility. The proposed stations are King's Highway and Whale's Tooth, located near the south terminus of the New Bedford Main Line. Three areas/districts and nine individual historic resources were identified within the Stoughton Line APE.

4.12.10 Fall River

The South Coast Rail project area in the City of Fall River extends approximately 6.5 miles along the Fall River Secondary line rail right-of-way and includes two stations and one layover facility. The two proposed stations are Fall River Depot and Battleship Cove, located near the south terminus of the Fall River Secondary. Eleven areas/districts and seventeen individual historic properties were identified within the Stoughton Alternative APE.

5

Project Effects and Mitigation

Chapter 5 presents information on the assessment of the effects of the South Coast Rail Project Stoughton Electric Alternative and Whittenton Electric Alternative on historic properties within the APE. These historic properties consist of properties that are previously listed in the State and National Registers, including designated NHLs, determined eligible for listing by the MA SHPO or the Keeper of the National Register, or that are recommended eligible in this survey, and confirmed by a Consensus Determination of Eligibility by the USACE and the MA SHPO. The chapter identifies the potential direct and indirect, as well as the permanent and temporary construction, impacts to historic above-ground buildings, structures, landscapes or area/district properties identified in Chapters 3 and 4 of this report. The potential impacts along the railroad alignment, grade crossings, including catenary, stations, and traction power facilities for rail electrification, are described. A review of steps that may be taken to avoid, minimize, or mitigate any adverse impacts to these historic properties is included. Project effects to historic properties are listed in Appendix A, Tables 5-1 and 5-2 and are summarized Tables 5-3 and 5-4. Historic properties within the South Coast Rail Project APE are located on USGS maps in Appendix B. All the properties in the intensive survey, including National Register listed, eligible, and not eligible historic resources, are shown on annotated project aerial maps in Appendix C.

The USACE has provided a detailed discussion of the methodology and determination of project effects of the South Coast Rail Project under Appendix C and 36 CFR 800 in the *Environmental Consequences Technical Report – Cultural Resources* (PAL and VHB 2009) and in the DEIS/DEIR Volume I, Chapter 4 – Affected Environment and Environmental Consequences (USACE 2011). The discussions in those reports are included in this intensive survey report by reference. For the FEIS/FEIR updated project information has also been prepared for noise and vibration (VHB 2012b) and the Stoughton Station (VHB 2012a). Direct impacts to historic properties from the South Coast Rail Project would result during the construction phase from the physical alteration of buildings, structures, and landscape or setting components within areas/districts, including demolition. Indirect impacts on historic properties would result during construction and/or operations from elevated noise or vibration levels, changes to the visual setting, increased traffic, or other environmental conditions affecting historic buildings, structures, and areas/districts.

5.1 Stoughton Alternative and Whittenton Alternative

5.1.1 Stoughton Alternative

The Stoughton Electric Alternative would provide commuter rail service to South Station using the Northeast Corridor (NEC), Stoughton Line, New Bedford Main Line, and Fall River Secondary. The New Bedford route would be 55.0 miles long and the Fall River route would be 52.7 miles long. Figure 2-2 shows the route of the Stoughton Alternative.

The Stoughton Alternative would:

- Utilize 15.5 miles of existing NEC track infrastructure between Boston and Canton Junction;
- Require improvements to track infrastructure along the Stoughton Line including:
- Reconstructing existing tracks from Canton Junction to Stoughton, as double track, a distance of 3.8 miles; and
- Constructing new tracks on existing right-of-way from Stoughton Station to Weir Junction in Taunton, as one to two tracks, a distance of 16.4 miles;
- Require reconstructing track on the Southern Triangle (common to both the Stoughton and Whittenton Alternatives), including:
- Reconstructing the existing New Bedford Main Line tracks from Weir Junction to New Bedford, as two to three tracks from Weir Junction to Myricks Junction, a distance of 4.9 miles; and single track with three sidings from Myricks Junction to New Bedford, a distance of 14.5 miles; and
- Reconstructing the existing Fall River Secondary tracks from Myricks Junction to Fall River, as single track with four sidings, a distance of 12.3 miles.

Infrastructure improvements for the Stoughton Alternative also include constructing, reconstructing, or widening 40 bridges and constructing or reconstructing 46 railroad at-grade crossings.

New, approximately 22-foot-tall catenary supports, wires, and a new system of traction power stations would be constructed along the length of the line with 10 traction power facilities would be constructed to operate that system:

- TP-02 – Switching Station (SWS-1), Canton, Stoughton Line
- TP-03 – Paralleling Station (PS-1), Easton, Stoughton Line
- TP-04 – 115 KV Substation (TPSS-1), Easton, Stoughton Line
- TP-05 – Paralleling Station (PS-2), Taunton, Stoughton Line
- TP-06 – Switching Station (SWS-2), Berkley, Fall River Secondary (at Myricks Junction with New Bedford Main Line)
- TP-07 – 115 KV Substation (TPSS-2), New Bedford, New Bedford Main Line

- TP-08 – Paralleling Station (PS-3), Freetown, New Bedford Main Line
- TP-09 – Paralleling Station (PS-6), New Bedford, New Bedford Main Line
- TP-10 – Paralleling Station (PS-4), Freetown, Fall River Secondary
- TP-11 – Paralleling Station (PS-05), Fall River, Fall River Secondary

Two existing train stations would be reconstructed at new locations (Canton Center and Stoughton) along the active Stoughton line segment, and a total of ten new train stations would be constructed throughout the rest of the Stoughton Preferred Alternative corridor. Four new stations would be built along the inactive Stoughton Line segment in Easton (North Easton, Easton Village), Raynham (Raynham Place), and Taunton (Taunton). On the New Bedford Main Line, one new station would be constructed in Taunton (Taunton Depot), one new station would be constructed in Freetown (Freetown), and two new stations would be constructed in New Bedford (King’s Highway and Whale’s Tooth). Two new stations would be constructed in Fall River (Battleship Cove and Fall River Depot) on the Fall River Secondary.

Two new layover facilities would be constructed at the Wamsutta location in New Bedford and at Weaver’s Cove East in Fall River.

5.1.2 Whittenton Alternative

The Whittenton Alternative would provide commuter rail service to South Station through Stoughton, connecting to the existing Stoughton Line using the Whittenton Branch and a short segment of the Attleboro Secondary through the City of Taunton. Figure 2-3 shows the Whittenton Alternative. The New Bedford route would be 56.6 miles long and the Fall River route would be 54.3 miles long.

The Whittenton Alternative would:

- Utilize 15.5 miles of existing NEC track infrastructure between Boston and Canton Junction;
- Require improvements to track infrastructure along the Stoughton Line, including:
 - Reconstructing existing tracks from Canton Junction to Stoughton, as double track, a distance of 3.8 miles; and
 - Constructing new tracks on existing right-of-way from Stoughton to Raynham Junction, as one to two track sections a distance of 11.9 miles;
- Require constructing new single track on existing Whittenton Branch right-of-way from Raynham Junction in Raynham to Whittenton Junction;
- Require reconstructing existing Attleboro Secondary tracks from Whittenton Junction to Weir Junction, as a single track with one siding, a distance of 6.0 miles);

- Require reconstructing track on the Southern Triangle (common to both rail alternatives) including:
 - Reconstructing the existing New Bedford Main Line tracks from Weir Junction to New Bedford, as two to three tracks from Weir Junction to Myricks Junction, a distance of 4.9 miles; and single track with three sidings from Myricks Junction to New Bedford, a distance of 14.5 miles; and
 - Reconstructing the existing Fall River Secondary tracks from Myricks Junction to Fall River, as single track with four sidings, a distance of 12.3 miles.

Infrastructure improvements for the Whittenton Alternative also include constructing, reconstructing, or widening 38 bridges and constructing or reconstructing 53 railroad at-grade crossings.

5.2 Effects to Historic Properties

The effects to the total of 105 historic properties along the Stoughton Electric Alternative and the Whittenton Electric Alternative may be permanent or temporary, direct, or indirect. This section discusses project elements along the rights of way, including rail right-of-way, catenary, grade crossings and traction power system facilities. Stations and layover facilities are discussed in the subsequent sections 5.3 and 5.4.

A total of 83 historic properties (33 historic districts and 50 individual) located along the Stoughton Alternative APE (Stoughton Line, portion of Attleboro Secondary, New Bedford Main Line, and Fall River Secondary) will be affected by the project. Additional information on the potential effects to historic properties is presented in Appendix A, Tables 5-1. USGS maps in Appendix B and annotated project aerial maps in Appendix C show the location of historic properties.

A total of 24 historic properties (9 historic districts and 15 individual) located along the Whittenton Alternative APE (Whittenton Branch and Attleboro Secondary) may be affected by the project. Two of the nine historic districts are also on the Stoughton Alternative (Ta.C and Ta.D). Additional information on the potential effects to historic properties is presented in Appendix A, Table 5-2. USGS maps in Appendix B and annotated project aerial maps in Appendix C show the location of historic properties.

5.2.1 Direct Impacts

Direct impacts for the Stoughton Electric Alternative and the Whittenton Alternative will include railroad upgrade (track, railroad bed, bridges and culverts, fencing in populated areas), at-grade crossing improvements (equipment, signage, traffic control), and electrical infrastructure (catenary and traction power facilities). Direct permanent impacts from work

within the existing right-of-way rail corridor are not likely to affect significant historic resources, with the exception of bridges and grade crossings.

One historic property along the right-of-way itself will be affected by rebuilding of the rail bed, track, and equipment. This location is the 2,000 ft of the Stoughton Line referred to as the Dighton and Somerset/Old Colony Railroad, Fall River Line Railroad Corridor (Map No. Ea.A) right-of-way that extends through the existing North Easton National Register Historic District (Map No. EA B) and is recommended as contributing to setting of the district.

Most at-grade crossings have no National Register listed, determined eligible, or recommended eligible historic properties in the direct impact APEs; therefore there will be no direct effects to historic properties. Direct impacts from improvements to existing at-grade crossings within historic districts and immediately adjacent to individual historic resources are expected to be minor, assuming that no roadway changes are proposed. There will be no direct impacts to historic properties from work at the traction power facilities listed above as there are no historic properties on the sites. Station and layover facility impacts are discussed below in Section 5.3. Noise mitigation insulating treatments on historic buildings, such as new windows and doors, will have an effect on the subject properties and will require design considerations for compatibility with historic properties.

Direct impacts for the Whittenton Alternative will be similar to the Stoughton Alternative. It will include clearing and grading and construction of new track and grade crossings along the abandoned line. There will be no direct impacts to historic properties for new grade crossings work within the right-of-way, and no traction power facilities are proposed. One new station is proposed and is discussed below in Section 5.3.

5.2.2 Indirect Impacts

Indirect impacts from the Stoughton Alternative and the Whittenton Alternative may include visual, auditory, vibration, or other environmental effects on the setting or other character-defining features of individual historic individual properties and districts. Indirect impacts from the addition of upgraded existing track and existing grade crossing rail infrastructure elements in the active right-of-way are generally anticipated to be low.

Clearing of a 40 to 75 feet vegetation corridor along the right-of-way and grading along the abandoned section of the Stoughton Line south of Stoughton Station will increase right-of-way visibility and may affect the setting of historic properties in the vicinity.

There are several historic properties of special note adjacent to the right-of-way in Easton that may have indirect effects from the project. The H.H. Richardson Historic District in North Easton (Map No. Ea.D) is a discontinuous NHL district of five properties including the Oliver Ames Free Library and Oakes Ames Memorial Hall on Main Street, approximately 400 feet west of the proposed Easton Village Station, and the historic Old Colony Railroad Station (Map No. Ea.003), located immediately north of the proposed station abutting the rail right-of-way. The

North Easton Historic District (Map No. Ea.B) encompasses the Stoughton Line between Main and Elm streets, and the proposed Easton Village Station and includes the Ames Company Shovel Shop complex located adjacent to the proposed Easton Village Station. The Stoughton Line right-of-way (Map No. Ea.A) track structure – including bridges, cuts and fills, retaining walls, and signal infrastructure – is recommended as important to the setting of this district. Changes will include upgrading the rail right-of-way, which will alter the Stoughton Line, including rebuilding the Main Street Bridge which will have an adverse effect on the physical properties of these resources and the appearance of the district. Construction of a new station platform, access and drop off area for the proposed Easton Village Station will occur adjacent to the historic Old Colony Railroad Station and Ames Company Shovel Shop. The design of these changes will introduce new modern rail elements that will have a visual adverse effect. Adverse effects to NHLs require special considerations to avoid, minimize, or mitigate adverse effects.

No historic properties are affected at levels that could cause damage or require vibration dampening mats. The project will result in increased noise during operations from train noise and horn blowing at grade crossings that will cause moderate to severe noise, or severe noise at residential, contemplative, and quiet setting historic properties that may require sound insulation or barrier mitigation. Noise walls are proposed as mitigation in two locations along the right-of way corridor: in Easton extending from Main Street south about 3200 feet and in Fall River between Presidents Avenue and Brightman Street. Refer to the *Noise and Vibration Mitigation Plan* for the proposed plans (VHB 2012b) and additional information will be in the FEIS/FEIR. Affected properties include:

- North Easton Historic District, Easton (Map No. Ea.B) (Oliver Street and Elm Street grade crossings)
- Holmes-Linden Street Area, Easton (Map No. Ea.C) (Elm Street grade crossing);
- Center Street Area, Easton (Map No. Ea.E) (Reynolds Street grade crossing);
- Easton Center Area, Easton (Map No. Ea.F) (Short Street and Depot Street grade crossings)
- Hayward-Pool Area, Easton (Map No. Ea.G) (Foundry Street grade crossing)
- Carver Street, Broadway, Raynham (Route 138) (Map No. Ra.B) (Carver Street grade crossing)
- High Street Area, Taunton (Ta.D) (Weir Street and Bow Street grade crossings)
- Hart Street Area, Taunton (Map No. Ta.L) (Hart Street grade crossing)
- Myricks Street Area, Berkley (Map No. Be.C) (Myricks Street and Mill Street grade crossings)
- 1 Macomber Street, Berkley (Map No. Be.006) (Padelford Street grade crossing)
- Slab Bridge Road Area, Freetown (Map No. Ft.C) (Elm Street, Forge Road, and Richmond Road grade crossings)
- Assonet Historic District, Freetown (Map No. Ft.D)
- North Main Street Area, Fall River (Map No. FR.D)
- Residence, 524 Durfee Street, Fall River (Map No. FR.081)

Four traction power facilities may have a visual effect on historic properties through the introduction of modern power structures that alter the historic setting:

- TP-05, Paralleling Station (PS-2) in will have an adverse visual impact on the High Street Area (Map No. Ta.D), Taunton
- TP-26, 115k Substation (TPSS-1) on the Hart Street Area (Map No. Ta.L), Taunton
- TP-09, Paralleling Station (PS-6) on historic properties in New Bedford:
 - Acushnet Heights Historic District (Map No. NB.C)
 - Wamsutta Mills Historic District (Map No. NB.D)
 - Union Street Railway Car barn (Map No. NB.063)
 - Dawson Building (Map No. NB.065)
- TP-11, Paralleling Station (PS-05) will have a moderate to severe visual effect on the Pearce-Durfee Street Area (Map No. FR.L), Fall River

New construction including stations (see Section 5.3 below), traction power facilities, catenary systems, bridge modifications and replacements, right-of-way fencing, and noise mitigation barriers changes may have indirect visual impacts on adjacent historic architectural properties and their settings. The new catenary system along the right of way will have a moderate to severe visual effects on all the residential, commercial, and landscape (but not on industrial or transportation) historic properties throughout the rail corridor. The right-of-way fencing and noise mitigation barriers in and adjacent to historic districts and individual properties will have an effect on the setting of those historic resources by introducing new chainlink fence and solid walls that alter the historic character of the area.

Temporary construction period impacts may include noise and vibration from jackhammering and pile driving, atmospheric from dust and exhaust. Vibration impacts to historic resources could be caused by pile driving during construction adjacent to resources in close proximity to the right-of-way, if any pile driving occurs.

There are no anticipated permanent atmospheric or cumulative impacts to historic resources. Traffic impacts to historic resources are expected to be minor.

Indirect impacts from the Whittenton Alternative will be similar to the Stoughton Alternative, and will also involve clearing that will increase the visibility of the newly reactivated right-of-way from nearby historic properties. The abandoned Whittenton Branch crosses or is adjacent to five historic districts.

Train operations and horn blowing will result in moderate to severe, to severe noise that may require noise barrier or sound insulation at the following historic resources along the Whittenton Branch:

- Broadway-Center Street Area, Raynham (Map No. Ra.C) (Britton Street grade crossing);
- Taunton MRA (Map No. Ta.C); (Dean Street and Whittenton Street grade crossing)
- Whittenton Mill Area (Map No. Ta.F) (Whittenton Street grade crossing);
- Reed and Barton Worker Housing (Map No. Ta.H) (Whittenton Street grade crossing); and
- Ancient Whittenton Area (Map No. Ta.I) (Warren Street grade crossing).

5.3 Stations

There are 12 stations proposed for new construction (eleven stations) or improvements (one station) along the Stoughton Alternative and one new station on the Whittenton Alternative. Station plans remain at the conceptual level as they were in the DEIS/DEIR, consisting of general layouts and footprints within specified larger parcels. Stations will typically consist of a raised 800-foot long platform, canopy, parking lot, signage and lighting. The discussions below detail the results of investigations to date at the stations. The impacts to the historic structures, areas, and districts are summarized in Appendix A, Tables 5-2 and 5-3 and shown on maps in Appendices B and C. Stations in this section are listed north to south.

5.3.1 Canton Center

The Canton Center Station is an existing commuter rail station located off of Washington Street in Canton Center on the active portion of the Stoughton Line (Appendix C-1). The existing station would be modified to accommodate a second track (two new platforms adjacent to each track and minor changes to the parking layout in the existing lots near the station).

Canton Center Station is not a historic resource but is adjacent to the Canton Center Area (Map No. Ca.C). There are no historic resources on the site; therefore, there will be no direct impacts to historic resources. Improvements to the existing station may have indirect visual effects on Canton Center Area through the introduction of modern station structures and parking that alter the historic setting. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.2 Stoughton

The Stoughton Station would be relocated with new construction at a site on an active portion of the Stoughton Line (Appendix C-2). The site is within the Downtown Stoughton Center Area (Map No. St.B), which is recommended eligible for listing in the National Register. The site itself contains one property which has been recommended eligible for individual listing in the National Register: the Meade Rubber Company Building (Map No.

St.046) at 25 Brock Street (refer to Chapter 4 of this report). The property consists of a two-story brick mill loft constructed in 1916 and two stone and wood outbuildings constructed to the west of the loft after 1923. The company manufactured shoe heels and soles as well as rubberized fabrics for use in hospital sheets. Meade Rubber Company was one of several companies engaged in the rubber fabric industry in Stoughton in the early 20th century. The Meade Rubber Company Building is recommended eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. The proposed relocated station would require that the buildings on the property be demolished, resulting in a direct adverse effect to the Meade Rubber Company and to the Stoughton Center Area. Temporary noise, vibration, traffic, atmospheric, and cumulative effects may occur to the Stoughton Center Area during construction, but permanent effects are anticipated to be minimal.

5.3.3 North Easton

The North Easton Station would be constructed on an approximately 10-acre parcel (Appendix C-3). The parcel lies behind an existing retail plaza anchored by Roche Brothers shopping plaza along the Stoughton line. New medical buildings have been recently constructed and two additional buildings are planned.

North Easton Station does not have any historic properties on the proposed site or within the APE. There would be no direct or indirect impacts to historic properties.

5.3.4 Easton Village

The Easton Village Station would consist of platform, canopy, and dropoff parking lot only constructed on an approximately 1-acre parcel adjacent to Sullivan Avenue in North Easton Village along the Stoughton Line (Appendix C-3).

The proposed Easton Village Station on the Stoughton Line in Easton is located immediately adjacent to the Easton Old Colony Railroad Station (Map No. Ea.003), which is part of the H.H. Richardson Historic District NHL (Map No. Ea.D) and is within the National Register listed North Easton Historic District (Map No. Ea.B).

The proposed station site abuts important contributing properties of this district that are associated with the Ames Shovel Works, a significant historic property that has been recently rehabilitated as housing. The introduction of a new station will have a direct effect on the Stoughton Line through construction of new platform and related features on the railroad embankment. The new station will have indirect visual effects on the surrounding National Register and NHL properties through the introduction of modern station structures and parking that alter the historic setting. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.5 Raynham Place

The Raynham Place Station would be constructed at the Raynham-Taunton Greyhound Park off of Route 138 (Appendix C-4). The new station would be constructed on a less than 5-acre parcel along the Stoughton line.

No historic properties are located on the Raynham Place Station parcel nor do any exist within the station APE. There will be no impacts to historic properties.

5.3.6 Taunton

The Taunton Station would be constructed on an 8- acre parcel (Appendix C-5). The parcel is located off of Railroad Avenue near the intersection of Route 44 (Dean Street) and Arlington Street in Taunton along the Stoughton line.

There are no historic properties on the Taunton Station parcel. Therefore, there will be no direct impacts to historic properties. The station parcel is adjacent to the Taunton Center Area (Ta.B) and the Old Colony Railroad Station (Map No. Ta.019). The introduction of a new station may have indirect visual effects on these two historic properties through the introduction of modern station structures and parking that alter the historic setting. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.7 Dana Street

The Dana Street Station is proposed on a parcel between Dana Street and the Attleboro Secondary in Taunton (Appendix C-7). Dana Street replaces the Downtown Taunton Station that was previously under consideration at a different location.

The Taunton State Hospital property (Map No. Ta.S), which is listed in the National Register, is located on the opposite side of Dana Street to the east. The new station may have an indirect effect on the historic architectural and setting qualities of the Taunton State Hospital; however, these are not anticipated to be substantially different from existing conditions so the effect would not be adverse. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

The Staples Coal Company (Map No. Ta.160) is located at 28 Dana Street south of the station APE. The introduction of a new station could have indirect visual effects on this historic property through the introduction of modern station structures and parking that alter the historic setting. However, the effect will not be adverse because of the existing dense urban character of the surrounding area and the original industrial/transportation related function of the historic building. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.8 Taunton Depot

The Taunton Depot train station would be constructed on an approximately 14-acre parcel (Appendix C-8). The parcel is located off of Route 140 at the rear of an existing Target and Home Depot shopping plaza on the New Bedford Main Line.

The Taunton Depot Station does not have any historic properties on the proposed site or within the APE. There will be no direct or indirect impacts to historic properties.

5.3.9 King's Highway

The King's Highway Station would be constructed on a 55-acre parcel within a dense commercial strip off of King's Highway in New Bedford east of Route 140 along the New Bedford Main Line (Appendix C-12). The new station would occupy part of a site that is an existing shopping plaza.

The King's Highway Station does not have any historic properties on the proposed site or within the APE. There will be no direct or indirect impacts to historic properties.

5.3.10 Whale's Tooth

The Whale's Tooth Station would be constructed on an 8.7-acre parcel off of Acushnet Avenue, east of Route 18 along the New Bedford Main Line (Appendix C-12). The parcel is a paved parking lot constructed by the City of New Bedford in anticipation of the commuter rail project. The parking lot caps a closed superfund site.

The parcel that will be used for the Whale's Tooth Station does not have any historic properties on it. There will be no direct impacts to historic properties. The proposed Whale's Tooth Station is across John F. Kennedy Highway from the New Bedford Textile School (Map No. NB.069). The introduction of a new station may have indirect visual effects on the New Bedford Textile School; however, due to the intervening highway, the effect will not be adverse. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.11 Freetown

The Freetown Station would be constructed on an 18-acre parcel situated on South Main Street and west of the Fall River Secondary right-of-way (Appendix C-14). The parcel currently contains a self-storage business, and is near the Fall River Executive Park and the proposed River Front Park.

The Freetown Station does not have any historic properties on the proposed site or within the APE. Therefore, there would be no direct or indirect impacts to historic properties.

5.3.12 Fall River Depot

The Fall River Depot would be constructed on an approximately 8-acre parcel one mile north of downtown Fall River at Route 79 and Davol Street along the Fall River Secondary (Appendix C-15).

There are no historic properties on the site of the proposed Fall River Depot Station on the Fall River Secondary. Therefore, there will be no direct impacts to historic properties. The proposed Station is located across the rail right-of-way from the Pearce-Durfee Street Area (Map No. FR.L) which is recommended eligible for the National Register. The introduction of a new station will have indirect visual effects on the historic property through the introduction of modern station structures and parking that could alter the historic setting. However, the effect would not be adverse due to the industrial character of the adjacent part of the Pearce-Durfee Street Area and the presence of the highway. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.13 Battleship Cove

The Battleship Cove Station would be constructed behind the Ponte Delgada monument along Water Street on an approximately 2.2-acre parcel near the southern terminus of the Fall River Secondary (Appendix C-15). It would serve all of the rail alternatives. The station would be geared to serve walk-in customers and pick up- drop off customers with no parking. The City of Fall River constructed a pickup- drop off loop road for the future commuter rail station as part of the Ponte Delgada monument.

The proposed Battleship Cove Station at the terminus of the Fall River Secondary is adjacent to the American Printing Company-Metacomet Mill (Map Nos. FR.N, FR.C), the American Printing Company Machine Shop (Map No. FR.088), and the Borden and Remington Company (Map No. FR.089) as shown in Appendix B-8. There are no historic resources on the site; therefore, there will be no direct impacts to historic resources. The introduction of a new station may have indirect visual effects on these three historic properties through the introduction of modern station structures and parking that alter the historic setting. However, due to the industrial character of the properties and the highway transportation elements in the surrounding area, visual, noise, vibration, traffic, atmospheric, and cumulative effects are also anticipated to be minimal.

5.4 Layover Facilities

Two train layover facilities are planned; one each at or near the end of the Fall River Secondary and the New Bedford Main Line.

5.4.1 Wamsutta

The Wamsutta site overnight layover facility would be constructed on an approximately 8-acre parcel between Route 18 and Herman Melville Boulevard along the New Bedford Main Line (Appendix C-12). It is located on the east side of the right-of-way, opposite the proposed Whale's Tooth Station and adjacent to an existing CSX freight yard.

The Wamsutta Street Layover Facility does not have any historic properties on the proposed site; therefore, there will be no direct impacts to historic properties. The Wamsutta Layover Facility is located on the east side of the New Bedford Main Line rail between Wamsutta Street and the proposed Whale's Tooth Station. The Wamsutta Mill Historic District (Map No. NB.D) and the Revere Copper Products mill (Map No. NB.080) are both located within the APE. The introduction of a layover facility could have indirect visual and noise effects on the two nearby historic properties. Because the site is adjacent to the existing freight yard and will constitute an expansion of similar rail use, the visual impacts to the historic setting is likely to not be adverse. There will be no noise impacts to the adjacent historic industrial buildings, which are not a category of noise sensitive receptors under the FTA criteria. Vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.4.2 Weaver's Cove East

The Weaver's Cove East layover facility would be constructed on the east side of the railroad right-of-way, opposite the proposed Weaver's Cove LNG Site, approximately 2.5 miles from the southern terminus of the Fall River Secondary (Appendix C-15). A parcel on the west side of the railroad right-of-way within the proposed Weaver's Cove LNG Site is also being considered.

Historic survey completed for the Weaver's Cove layover facility parcel on the west side of the railroad right-of-way encompasses the historic resources in the APE of the current site on the east side of the right-of-way (see Appendix B-8). Based on the survey completed for the west site, the Weaver's Cove East site overlaps into a portion of the North Main Street Area (Map No. FR.D) that has been recommended eligible for the National Register. This part of the Area has no buildings. The construction of the layover facility would be an adverse effect as it would change the visual scene and the character of the area.

Two historic properties are located in the layover facility APE. There will be no adverse effect to the nearby National Register-listed Squire William B. Canedy House (Map No. FR.012) and the National Register-eligible William J. Wiley Middle School (Map No. FR.013).

5.5 Summary of Project Effects

5.5.1 Stoughton Alternative

The Stoughton Electric Alternative would result in potential direct impacts at two existing stations (Canton Station and Stoughton Station) that would need to be reconstructed. The new Stoughton Station would require demolition of Meade Rubber Co. (Map No. 046). One historic railroad bridge in Canton (Forge Pond Bridge, Map No. Ca.007, one railroad bridge in Fall River, Weaver Street (Map No. FR.016) and one historic road bridge in Fall River (Central Street Bridge, Map No. FR.084) may require reconstruction or widening. In addition, this alternative would have indirect effects to additional 56 properties as a result of changes in setting and/or increased noise that could affect the setting directly or require noise mitigation that could affect the appearance or setting of a district or building. These effects are listed in Appendix A, Table 5-1 and summarized in Table 5-4.

Table 5-4. Stoughton Alternative – Summary of Effects

Element	Direct	Indirect Visual	– Indirect – Noise (Noise + Visual)
Railroad Alignments			
Stoughton Line	2	8	0 (16)
Fall River Secondary	2	13	0 (10)
New Bedford Main	0	3	0 (4)
Stations			
Canton Center	0	0	0
Stoughton	1	0	0
North Easton	0	0	0
Easton Village	0	1	0
Raynham Place	0	0	0
Taunton	0	0	0
Taunton Depot	0	0	0
Freetown	0	0	0
Fall River Depot	0	0	0
Battleship Cove	0	0	0
King's Highway	0	0	0
Whale's Tooth	0	0	0
Wamsutta Layover	0	2	0
Weavers Cove East	1	0	0
Totals	6	26	0 (30)

5.5.2 Whittenton Alternative

The Whittenton Electric Alternative, as a variation of the Stoughton Electric Alternative, would have similar effects to historic properties. Under this alternative, three areas/districts in the Stoughton Alternative along the Stoughton Line between Raynham Junction in Raynham and Weir Junction in Taunton would not be affected. Instead this alternative would have indirect effects to an additional 21 areas/districts and 15 individual historic properties along the Whittenton Branch in Raynham and Taunton, and the Attleboro Secondary in Taunton as a result of changes in setting and/or increased noise that could affect the setting directly or require noise mitigation that could affect the appearance or setting of a district or building. These additional effects are listed in Appendix A, Table 5-2 and summarized in Table 5-5.

Table 5-5. Whittenton Electric Option – Summary of Additional Effects

Element	Direct	Indirect – Visual	Indirect – Noise (Noise+Visual)
Railroad Corridor			
Whittenton Branch	0	0	0 (3)
Attleboro Secondary	0	9	0 (7)
Station			
Dana Street	0	2	0(0)
Totals	0	11	0 (10)

5.6 Mitigation

5.6.1 Process and Regulations

This section summarizes the mitigation measures that may be taken to avoid, minimize, or mitigate the potential impacts on above-ground historic properties resulting from the implementation of the South Coast Rail Project Stoughton Alternative and Whittenton Alternative. The discussion below considers the regulatory requirements of the National Environmental Policy Act (NEPA), §106 of the National Historic Preservation Act (NHPA), and regulatory guidance detailed in the ACHP's regulations implementing §106 of the NHPA (36 CFR Part 800, Protection of Historic Properties). Impacts to cultural resources are identified and evaluated by:

- (1) determining the area of potential effects (APE);
- (2) identifying historic properties present in the APE that are either listed in or eligible to be listed in the National Register of Historic Places;

- (3) applying the criteria of adverse effect to affected eligible historic properties; and
- (4) identifying ways to avoid, minimize or mitigate adverse effects as outlined in 36 CFR 800.6 (Resolution of Adverse Effects).

Mitigation measures include avoidance, minimization, and data recovery and these measures are discussed below. The documentation for any of these mitigation measures must provide evidence that consultation has been completed with Native American Tribes and individuals with knowledge of affected resources. Further, mitigation measures must consider the comments of these persons on the measure(s) under consideration. Actions that the parties agree upon to resolve adverse effects will then be detailed in a Memorandum of Agreement (MOA), which is a legally binding agreement among the federal agency, the SHPO and/or THPO, and the ACHP. The other consulting parties may also be invited to sign the document. Once the agreement is signed by all appropriate parties and the agreement is filed with the ACHP, the Section 106 process is completed. The agency's Section 106 responsibilities are fulfilled when the MOA's stipulations are implemented.

5.6.2 Avoidance

Avoidance is the preferred response when adverse effect is determined. The Stoughton Alternative and Whittenton Alternative are expected to avoid almost all direct impacts to above-ground historic properties. Avoiding indirect impacts resulting from noise and visual intrusions may be addressed for historic properties through design modification in some locations.

5.6.3 Minimization

Minimization of impact to above-ground historic properties resources would be focused on reducing the extent of ground disturbance, establishing vegetated buffers, as well as designing noise barriers and sound insulation to be compatible with the historic setting.

This intensive survey report documents the boundaries, National Register status and criteria, and levels of significance for all district and individual above-ground historic properties within the APE in order to support consideration of minimization approaches. The report provides a discussion about the direct/indirect effects of the Stoughton Alternative and the Whittenton Alternative on districts, and individual historic properties in the APE.

5.6.4 Mitigation

The South Coast Rail Project Stoughton Alternative and Whittenton Alternative likely would result in unavoidable impacts to certain significant above-ground historic properties that cannot be addressed through avoidance or minimization. This section of

the report discusses categories of mitigation activities, which are indicated for the historic properties, including one NHL district, in Appendix A, Tables 5-1 and 5-2.

Mitigation responses for historic properties are often impact specific, especially if the resource in question was previously determined significant. Table 5.5 lists the mitigation approaches that might be used to mitigate adverse effects resulting from specific project actions. As will be noted, these various mitigation options are directed to maintaining the historic character of both buildings and settings and maintaining the integrity of existing buildings. Impacts to above-ground resources may be successfully reduced or eliminated by incorporating specific engineering methods that reduce noise generation or vibration, and through use of visual barriers that help to minimize aesthetic impacts.

There are several approaches to minimizing and mitigating potential impacts to above-ground historic properties within active rail corridors. The primary mitigation measure to avoid impacts to cultural resources is to utilize the existing rail corridor to the greatest extent feasible. This goal will be achieved by minimizing land takings for station and rail construction, avoiding unnecessary impacts to historic structures and districts. The following text provides an overview of potential mitigation measures that may be used to achieve these goals on a project-wide basis. Specific mitigation measures will be identified following the impact assessment and after consultation with the USACE, MA SHPO and the ACHP. The following sections describe mitigation measures designed to avoid impacts to aboveground historic properties.

5.6.4.1 Vibration Dampening

Vibration dampening can be an effective means of reducing or eliminating potential impacts to structures adjacent to active rail lines. Vibration dampening may be achieved by use of subgrade and ballast materials selected for reduced transmissions of vibration. Existing rail beds will be replaced with materials meeting the MassDOT standards for vibration transmission. In addition, ballast treatment is necessary to avoid adverse impacts, ballast mats may be used. Ballast mats are a layer of rubber placed between the track and ballast to further reduce vibration.

the rail corridor will be reconstructed to include the use of ballasted decks containing a layer of crushed stone to absorb vibration and reduce noise generation. Specific mitigation measures used along the project corridor will be selected based on final design and the results of the historic properties impact assessment.

5.6.4.2 Noise Barriers

Noise barriers are an effective means of reducing the potential impacts created by new and expanded transportation corridors. In cases where trains may be idling at stations for the pickup and discharge of passengers or passing close to historic structures or districts,

this engineering solution may provide a means to reduce potential impacts from increased noise.

5.6.4.3 Visual Screening

The project has the potential to alter the aesthetics of certain historic properties and historic districts where new stations, parking or at-grade crossings are proposed. While the original construction of the Old Colony Railroad in the 1840s may have “fit in” with the aesthetic nature of the communities, the reactivation of the rail line using modern materials and safety standards may result in undesirable changes in the visual environment. Screening certain structures and safety and signal equipment may mitigate these impacts. Potential screening techniques include the combination of wooden and opaque chain link fencing with landscape planting.

Unnecessary clear-cutting of trees and vegetation along the railroad right of way that could have an adverse visual impact on historic properties will be avoided and existing trees and vegetative screening will be retained to buffer visually historic properties from the rail line to the extent feasible and with due regard for public safety, operational requirements, cost, and maintenance considerations.

The MassDOT will include internal landscaped areas at station parking lots which are located within or which are visible from historic properties. In and adjacent to historic districts or properties, equipment including traffic signals and controller cabinets, street lights, street furniture, and railroad signal equipment housings will be dark colored to reduce the visual impact of this equipment. Traffic signals and street lights will be ornamental type in accordance with the towns’ preferences to the extent reasonably possible.

These methods, when used in combination with other mitigation measures such and noise barriers could successfully reduce and mitigate some potential visual impacts to historic properties associated with the South Coast Rail project.

5.6.4.4 Use of Compatible Materials within Historic Districts.

To the extent practicable, the MassDOT will use materials compatible in color, texture and form to minimize adverse visual impacts to historic structures and districts. A review of current conditions and materials will be undertaken by MassDOT in order to assure the use of compatible materials in the vicinity of Historic Properties. All repair, rehabilitation, or modification of historic properties, including sound insulation treatments for mitigation of noise impacts, will be performed in accordance with the U.S. Secretary of the Interior’s “Standards for the Treatment of Historic Properties, including Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings”.

5.6.4.5 Construction Staging and Methods

Construction staging and storage areas shall be located in protected areas outside historic districts and properties wherever possible, and in as unobtrusive a location as possible within historic districts or properties if alternative locations are infeasible. Where historic properties used as residences are within 50 feet of a staging area, a temporary solid wood fence, 6 feet high, will be used as a visual screen between the residence(s) and the staging area.



HISTORIC RESOURCES INTENSIVE SURVEY,
EVALUATION, AND EFFECTS

SOUTH COAST RAIL PROJECT
Southeast Massachusetts

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APPENDIX A

Lists of National Register Listed, Determined Eligible, and Recommended Eligible Historic Properties, and Project Effects

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ca.H	Canton	Canton Center Area	Washington Street/Canton Center	CAN.L	late-19th to mid-20th c.	MHC-DOE	Stoughton Line
Ca.006	Canton	Canton Public Library	786 Washington Street	CAN.078, CAN.L	1901	MHC-DOE	Stoughton Line
Ca.007	Canton	Forge Pond Railroad Bridge	Between Washington and Bolivar Streets	CAN.906	1845/1887/1890	MHC-DOE	Stoughton Line
St.023	Stoughton	Stoughton Town Hall	10 Pearl Street	STG.012, STG.A	1881	NRIND	Stoughton Line
St.025	Stoughton	Stoughton Old Colony Railroad Station	45-47 Wyman Street	STG.044, STG.A	1888	NRIND	Stoughton Line
St.026	Stoughton	Lucius Clapp Memorial Library	6 Park Street	STG.11	1903	NRIND	Stoughton Line
Ea.B	Easton	North Easton Historic District	Elm, Lincoln, and Main streets	EST.B, EST.E	late-18th to early-20th c.	NRDIS	Stoughton Line
Ea.D	Easton	H.H. Richardson Historic District	Elm and Main streets	EST.F	1877 - 1884	NHL, NRDIS	Stoughton Line
Ea.003, Ea.B, Ea.D	Easton	Old Colony Railroad Station	Off Oliver Street on Railroad Right-of-Way	EST.008, NBE.B, NBE.E, NBE.F	1884	NRIND	Stoughton Line
Ta.C	Taunton	Taunton Multiple Resource Area	Multiple Throughout City of Taunton	TAU.P	mid-18th to mid-20th c.	NRMPS	Stoughton Line, Whittenton Branch, Attleboro Secondary

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ta.G	Taunton	Whittenton Mill Complex	Whittenton Street	TAU.T, TAU.P	1858 - 1895	NRDIS, NRMPS	Whittenton Branch
Ta.R	Taunton	Massachusetts State Hospitals and State Schools MPS	Multiple	TAU.AD	1830 - 1940	NRMPS	Attleboro Secondary
Ta.S	Taunton	Taunton State Hospital Historic District	Danforth Street, Dana Street	TAU.AE	Mid-19th to Early-20th century	NRDIS, NRMPS	Attleboro Secondary
Ta.018, Ta.C, Ta.B	Taunton	Dean-Hartshorn House	68 Dean Street	TAU.051, TAU.AC, TAU.P	1798	NRIND, NRMPS, LHD	Stoughton Line
Ta.019, Ta.C, Ta.B	Taunton	Old Colony Railroad Station	40 Dean Street	TAU.045, TAU.AC, TAU.P	1876	NRIND, NRMPS, LHD	Stoughton Line
Ta.020, Ta.C, Ta.B	Taunton	Woodward, William House	117 Arlington Street	TAU.044, TAU.AC, TAU.P	1810	NRIND, NRMPS, LHD	Stoughton Line
Ta.021, Ta.C, Ta.B	Taunton	Atwood, Charles R. House	30 Dean Street	TAU.041, TAU.AC, TAU.P	1850	NRIND, NRMPS, LHD	Stoughton Line
Ta.022, Ta.C, Ta.B	Taunton	Dean, Theodore House	26 Dean Street	TAU.040, TAU.AC, TAU.P	1866	NRIND, NRMPS, LHD	Stoughton Line
Ta.023, Ta.C, Ta.B	Taunton	C.J.H. Bassett House	20 Chestnut Street	TAU.027, TAU.AC, TAU.P	1851	NRIND, NRMPS, LHD	Stoughton Line

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ta.028, Ta.C, Ta.B	Taunton	Dean, Abiezar House	57 Summer Street	TAU.063, TAU.AC, TAU.P	1810	NRIND, NRMPS, LHD	Stoughton Line
Ta.029, Ta.C, Ta.B	Taunton	Neck of Land Cemetery	Summer Street	TAU.804, TAU.AC, TAU.P	1687	NRIND, NRMPS, LHD	Stoughton Line
Ta.089	Taunton	Cohannet Mills #3	120 Ingell Street	TAU.297, TAU.690, TAU.735, TAU.736, TAU.AG, TAU.K	1890	NRIND	Attleboro Secondary
Ta.181, Ta.C, Ta.T	Taunton	N.S. Mason House	58 Tremont Street	TAU.494, TAU.P	1865	NRIND, NRMPS	Attleboro Secondary
Ta.208, Ta.C	Taunton	Saint Thomas Episcopal Church	111-115 High Street	TAU.213, TAU.P	1857-1859	NRIND, NRMPS	Attleboro Secondary
Ta.209, Ta.C	Taunton	McKinstrey House	115 High Street	TAU.214, TAU.P	1759	NRIND, NRMPS	Attleboro Secondary
Ta.211, Ta.C	Taunton	Henry G. Brownell House (Elk's Lodge No. 150)	119 High Street	TAU.216, TAU.P	1893	NRIND, NRMPS	Attleboro Secondary
Ta.245, Ta.C	Taunton	Lord-Baylies-Bennett House (Taunton Masonic Lodge)	66 Winthrop Street	TAU.360, TAU.P	1831	NRIND, NRMPS	Attleboro Secondary
Ta.246, Ta.C	Taunton	Samuel Washburn House	68 Winthrop Street	TAU.361, TAU.P	1860	NRIND, NRMPS	Attleboro Secondary
Ta.254, Ta.C	Taunton	Samuel Colby House	74 Winthrop Street	TAU.362, TAU.P	1869	NRIND, NRMPS	Attleboro Secondary

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ta.259, Ta.C, Ta.V	Taunton	Sarah A. Haskins House	18 Harrison Avenue	TAU.231, TAU.I	1852	NRIND, NRMPS	Attleboro Secondary
Ta.262	Taunton	Mount Pleasant Cemetery	19 Crocker Street	TAU.822	1710 - late 20th c.	NRIND	Attleboro Secondary
Ta.266, Ta. C	Taunton	J.C. Bartlett House	12 Walnut Street	TAU.244, TAU.P	1880	NRIND, NRMPS	Attleboro Secondary
Ta.293, Ta.C	Taunton	Albert Field Tack Works	19 Spring Street	TAU.163, TAU.D, TAU.P	1868	NRIND, NRMPS	Attleboro Secondary
Ta.294, Ta.C, Ta.D	Taunton	H.B. Lothrop Store	210 Weir Street	TAU.284, TAU.P	1855	NRIND, NRMPS	Attleboro Secondary
Ta.309, Ta.C	Taunton	William Lawrence House	101 Somerset Avenue	TAU.334	1870	NRIND, NRMPS	Attleboro Secondary
Ft.D	Freetown	Assonet Historic District	Mill, Water, Main, Pleasant, Elm, Forge Streets	FRE.A	early-18th to mid-20th c.	NRDIS	Fall River Secondary
Ft.009	Freetown	Richmond Road / Maple Tree Crossing Bridge	Richmond Road	FRE.903	1820-24	MHC-DOE	Fall River Secondary
NB.C	New Bedford	Acushnet Heights Historic District	State, Pleasant, Linden, Austin, Hazard, and Country Streets	NBE.AB	mid-19th to mid-20th c.	NRDIS	New Bedford Main Line
NB.D	New Bedford	Wamsutta Mills Historic District	Acushnet Avenue; Logan, North Point, and Wamsutta Streets	NBE.L	1847 - 1900	NRDIS	New Bedford Main Line

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
NB.012	New Bedford	Belleville Warehouse Company Cotton Storage Building	51 King Street	NBE.0627	1916	NRDOE	New Bedford Main Line
NB.063	New Bedford	Union Street Railway Car barn	1959 Purchase Street	NBE.0198, NBE.0199, NBE.AB	1910	NRIND, NRDIS-C	New Bedford Main Line
NB.065	New Bedford	Dawson Building	1843-1855 Purchase Street	NBE.0480, NBE.AB	1896	NRIND, NRDIS-C	New Bedford Main Line
FR.C	Fall River	Fall River Multiple Resource Area	multiple	FLR.AS	late-19th to early-20th c.	NRMPS	Fall River Secondary
FR.E, FR.C	Fall River	Border City Mills	Weaver and West Streets	FLR.AL	1872-1889	NRDOE, NRMPS	Fall River Secondary
FR.F, FR.C	Fall River	Sagamore Mill Nos. 1 and 3	Ace Street	FLR.AF	1881-1907	NRMPS, NRDIS	Fall River Secondary
FR.G, FR.C	Fall River	Sagamore Mill No. 2	North Main Street	FLR.AE	1881-1907	NRMPS, NRDIS	Fall River Secondary
FR.H, FR.C	Fall River	Foster Spinning Company	Cove Street	FLR.W	1916–1919	NRMPS, NRDIS	Fall River Secondary
FR.J, FR.C	Fall River	Narragansett Mills	North Main Street	FLR.AC	1872-1895	NRMPS, NRDIS	Fall River Secondary
FR.K, FR.C	Fall River	North Burial Ground	North Main Street	FLR.AT	1810, 1849, 1890	NRMPS, NRDIS	Fall River Secondary
FR.M	Fall River	Diners of Massachusetts	multiple	FLR.F	late-19th c. to mid-1960s	NRMPS	Fall River Secondary

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
FR.N, FR.C	Fall River	American Printing Company - Metacommet Mill	Anawan Street	FLR.J	1847 to early-20th c.	NRMPS, NRDIS	Fall River Secondary
FR.005, FR.C	Fall River	William Collins House	3775 North Main Street	FLR.0283, FLR.AS	1800	NRMPS, NRIND	Fall River Secondary
FR.006, FR.C	Fall River	North Christian Congregational Church	3538 North Main Street	FLR.0241, FLR.AS	1842	NRMPS, NRIND	Fall River Secondary
FR.010, FR.C	Fall River	Borden-Winslow House	3063 North Main Street	FLR.0275	1740	NRMPS, NRIND	Fall River Secondary
FR.012, FR.C	Fall River	Canedy, Squire William B. House	2634 North Main Street	FLR.0274	1806	NRMPS, NRIND	Fall River Secondary
FR.015, FR.C	Fall River	Border City Mills - Mill #2	1 Weaver Street	FLR.0485, FLR.AL, FLR.AS	1873	NRMPS, NRIND	Fall River Secondary
FR.016	Fall River	Weaver Street Bridge	Weaver Street	FLR.0902	1910	MHC-DOE	Fall River Secondary
FR.026, FR.C	Fall River	Brightman, Hathaway House	205 Crescent Street	FLR.0073, FLR.AS	1858	NRIND	Fall River Secondary
FR.066, FR.C	Fall River	St. Joseph's Roman Catholic Church	1355 North Main Street	FLR.0240	1880	NRIND, NRMPS	Fall River Secondary
FR.070, FR.M	Fall River	Al Mac's Diner	135 President Avenue	FLR.1973, FLR.F	1953	NRMPS, NRIND	Fall River Secondary
FR.082	Fall River	Lafayette-Durfee House	94 Cherry Street	FLR.0056	1747	NRIND	Fall River Secondary
FR.084	Fall River	Central Street Bridge over Quequechan River	Central Street	n/a	1903	MHC-DOE	Fall River Secondary

Table 3-2. List of National Register Listed and Determined Eligible Properties

*Resources are sequenced north to south along the project corridor and by town.

**National Register Status Key	
NHL	National Historic Landmark
NRDIS	National Register District
NRMPS	National Register Multiple Property Submission or District listed in the National Register as part of an NRMPS
NRIND	Individual Property listed in the National Register
NRDOE	Property Determined Eligible for National Register listing by the Keeper of the National Register
MHC-DOE	Property Determined Eligible for National Register listing through Consensus by the Massachusetts Historical Commission and other agencies

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ca.B	Canton	Revere Copper Works Company	Revere Street	CAN.B	1835 to mid-20th c.	Out of APE	Stoughton Line
Ca.C	Canton	Washington Street District	Washington Street	n/a	late-19th to mid-20th c.	RNRE	Stoughton Line
Ca.001	Canton	Canton Junction Railroad Station	666 Sherman Street	CAN.104	1892	RNRE	Stoughton Line
Ca.002	Canton	Revere Copper Company Railroad Embankment	Revere Street	CAN.935	1835	RNRE	Stoughton Line
Ca.024	Canton	Canton Water Works	40 Pine Street	CAN.366	1888	RNRE	Stoughton Line
St.B	Stoughton	Downtown Stoughton Area	Pearl, Perry, School, Washington, Pleasant, and Wyman Streets	STG.A	early-19th to mid-20th c.	RNRE	Stoughton Line
St.022	Stoughton	Pearl Street Cemetery	Pearl Street	STG.800	1737 - 1965	RNRE	Stoughton Line
St.024	Stoughton	Mystic Rubber Company	2 Canton Street	STG.002, STG.A	1877-ca. 1920	RNRE	Stoughton Line
St.046	Stoughton	Meade Rubber Company	25 Brock Street	STG.001	1916	RNRE	Stoughton Line
St.075, St.D	Stoughton	Benjamin Marshall House	1823 Washington Street	STG.072, STG.E	1780	Demolished	Stoughton Line
Ea.C	Easton	Holmes-Linden Street Area	Holmes and Linden streets	n/a	mid- to late-19th c.	RNRE	Stoughton Line
Ea.E	Easton	Center Street Area	Center Street	n/a	early-19th to early-20th c.	RNRE	Stoughton Line
Ea.F	Easton	Easton Center Area	Center, Depot, and Short streets	EST.I	1786 to early-20th c.	RNRE	Stoughton Line
Ea.G	Easton	Hayward - Pool Area	Foundry Street	EST.K	1770-1928	RNRE	Stoughton Line

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ra.B	Raynham	Carver Street Area	Carver Street, Broadway (Route 138)	n/a	1850 c. - 1905	RNRE	Stoughton Line
Ra.C	Raynham	Broadway-Center Street Area	Center Street, Broadway (Route 138)	n/a	mid-19th to mid-20th c.	RNRE	Stoughton Line
Ra.001	Raynham	Residence and Barn	521 Prospect Hill	n/a	1890	NE	Stoughton Line
Ra.011	Raynham	Dog Kennel and Track Property	385 Thrasher Street	n/a	1870 to mid-20th c.	RNRE	Stoughton Line
Ta.B	Taunton	Taunton Center Area	Dean, Park, and Summer Streets	(includes TAU.A, TAU.AC)	18th to mid-20th c.	RNRE	Stoughton Line
Ta.D	Taunton	High Street Area	High, Bryant, and Sumner Streets	n/a	early-19th to early-20th c.	RNRE	Stoughton Line, Attleboro Secondary
Ta.F	Taunton	Whittenton Mill Area	Whittenton Street	(includes TAU.T)	mid- to late-19th c.	RNRE	Whittenton Branch
Ta.H	Taunton	Reed and Barton Worker Housing	Cottage and Meadow Street	n/a	mid- to late-19th c.	RNRE	Whittenton Branch
Ta.I	Taunton	Ancient Whittenton Area	Warren Street	TAU.R	1730 to late-19th c.	RNRE	Whittenton Branch
Ta.K	Taunton	Weir Village Area	Plain, First, West Water, and Ingell Street	TAU.K	early-19th to mid-20th c.	NE	Attleboro Secondary
Ta.L	Taunton	Hart Street Area	Hart Street	n/a	mid-19th to early-20th c.	RNRE	Attleboro Secondary
Ta.T	Taunton	Tremont Street Area	Tremont Street	n/a	1870	RNRE	Attleboro Secondary

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ta.U	Taunton	Hodges Avenue Area	Morton, Granite, and Tremont Streets; Hodges, Chandler and Columbus Avenues	n/a	1860 - 1930	RNRE	Attleboro Secondary
Ta.087	Taunton	Alfred Paul House	467 Weir Street	TAU.294, TAU.K, TAU.P	1860	Out of APE	Attleboro Secondary
Ta.088	Taunton	Weir Engine House	530 Weir Street	TAU.296, TAU.K, TAU.P	1889	Out of APE	Attleboro Secondary
Ta.091	Taunton	Bridge over Brickyard Road (abandoned)	n/a	n/a	1906	NE	Attleboro Secondary
Ta.149	Taunton	Railroad Bridge over Mill River	Whittenton and Warren Streets	n/a	ca. 1930	NE	Whittenton Branch
Ta.160	Taunton	Staples Coal Company	28 Dana Street	n/a	1870, 1920	RNRE	Attleboro Secondary
Ta.206	Taunton	Taunton Car Manufacturing Company	3 Myrtle Street	TAU.257	ca. 1870	NE	Attleboro Secondary
Ta.213	Taunton	Joseph E. Wilbar House	150 Cohannet Street	n/a	1860	NE	Attleboro Secondary
Ta.225	Taunton	Rhodes Button Company	12 Porter Street	TAU.258, TAU.625	1860, 1879	RNRE	Attleboro Secondary
Be.C	Berkley	Myricks Street Area	Myricks, Grove, and Mill Streets	n/a	mid-19th to early-20th c.	RNRE	Fall River Secondary, New Bedford Main Line
Be.006	Berkley	Residence	1 Macomber Street	n/a	1860	RNRE	New Bedford Main Line

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
La.C	Lakeville	Assonet Cedar Swamp	Pierce Avenue; County and Howland Roads; Freetown, Mill, and Malbone Streets	LAK.D	late-18th c.	RNRE	New Bedford Main Line
La.024	Lakeville	Peirce and Haskins Cemetery	Off Adams Lane	n/a	1785 - 1892	RNRE	Fall River Secondary
La.025	Lakeville	Railroad Bridge over Assonet River	n/a	n/a	1908	NE	Fall River Secondary
Ft.C	Freetown	Slab Bridge Road Area	Slab Bridge, Forge, Richmond, and Howland Roads	n/a	late-18th to early-20th c.	RNRE	Fall River Secondary
Ft.002	Freetown	Cummings, George House	76 Chace Road	FRE.166	1806	NE	New Bedford Main Line
NB.B	New Bedford	Brook Street Industrial and Commercial Area	Brook, Church, and Deane Streets	n/a	1900-50	NE	New Bedford Main Line
NB.G	New Bedford	National Spun Silk Co. - Oneko Mills	Brook Street	NBE.U	early 20th century	RNRE	New Bedford Main Line
NB.010	New Bedford	Lambeth Rope Complex	627-637 Tarklin Hill Road	NBE.0641	1893, 1918	RNRE	New Bedford Main Line
NB.011	New Bedford	Manomet Mill #4 - Manomet Tire Cord Fabric Mill	117 King Street	NBE.0633	1919	RNRE	New Bedford Main Line
NB.026	New Bedford	Pierce Brothers Textile Mill Complex	1125-1129 County Street	NBE.0612	1909	RNRE	New Bedford Main Line
NB.029	New Bedford	Christ Presbyterian Church	1097 County Street	n/a	Aug. 1924- 1950	RNRE	New Bedford Main Line
NB.053	New Bedford	Engine House No. 10	2071 Purchase Street	n/a	1910	RNRE	New Bedford Main Line

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
NB.064	New Bedford	Guardian Angel Parochial Schoolhouse	844 Acushnet Ave	NBE.0494	1896	NE	New Bedford Main Line
NB.081	New Bedford	New Bedford Cotton Storage Warehouse Co. - North Stores	19 Jean Street	NBE.613	1910-1924	RNRE	New Bedford Main Line
FR.B	Fall River	Fall River Country Club Golf Course	4232 North Main Street and Country Club Road	n/a	1895 / 1975	NE	Fall River Secondary
FR.D	Fall River	North Main Street Area	North Main Street	n/a	19th and early-20th c.	RNRE	Fall River Secondary
FR.I	Fall River	Wellington-Brownell Street Area	Brightman, Brownell, George, Morton, Oregon, Saint Mary's Streets and Wellington Streets	n/a	1870	RNRE	Fall River Secondary
FR.L	Fall River	Pearce-Durfee Street Area	North Main, Pearce and Durfee Streets; President Avenue	n/a	1870-1920	RNRE	Fall River Secondary
FR.003	Fall River	Hathaway, Jael House	4042 North Main Street	FLR.0284	1785	NE	Fall River Secondary
FR.011	Fall River	Railroad Bridge near Ashley Street	n/a	n/a	ca. 2000	NE	Fall River Secondary
FR.013	Fall River	William J. Wiley Middle School	2585 North Main Street	n/a	1912	RNRE	Fall River Secondary
FR.017	Fall River	Residence	311 Crescent Street	FLR.0074	1880	RNRE	Fall River Secondary
FR.050	Fall River	St. Michael's Roman Catholic Church	207 Essex Street	n/a	1896	RNRE	Fall River Secondary

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
FR.052	Fall River	St. Matthew's Convent	189 Wellington Street	n/a	1920	NE	Fall River Secondary
FR.053	Fall River	St. Matthew's School	231 Wellington Street	n/a	1920	NE	Fall River Secondary
FR.067	Fall River	Westport Manufacturing Company Waste Department	7 Oregon Street	n/a	1918	RNRE	Fall River Secondary
FR.073	Fall River	Residence / Inn	800 Davol Street	n/a	1870	NE	Fall River Secondary
FR.081	Fall River	Residence	524 Durfee Street	n/a	1870	RNRE	Fall River Secondary
FR.088	Fall River	American Printing Company Machine Shop	28 Anawan Street	n/a	1900	NE	Fall River Secondary
FR.089	Fall River	Borden and Remington Company	104 Anawan Street	FLR.2002	1892	RNRE	Fall River Secondary

*Resources are sequenced north to south along the project corridor and by town.

**National Register Status Key

RNRE Property Recommended Eligible for National Register Listing

NE Property Recommended Not Eligible for National Register Listing

Out of APE Property determined to be Out of the Area of Potential Effect for the South Coast Rail Project on Historic Properties since the DEIS/DEIR

Demolished Property that was included in the DEIS/DEIR, but has since been demolished

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ca.C	Canton	Washington Street	Washington St	RNRE; A, C	Stoughton Line	Washington St Grade Crossing, Canton Center Station	No	Yes: Moderate to severe train noise (in some locations)	No Change	Yes: Moderate, in vicinity of new catenary and station	Adverse: Visual	Yes
Ca.H	Canton	Washington Street/Canton Center	Washington Street/Canton Center	MHC-DOE	Stoughton Line	Washington St Grade Crossing, Canton Center Station	No	Yes: Moderate to severe train noise (in some locations)	No Change	Yes: Moderate, in vicinity of new catenary and station	Adverse: Visual	Yes
Ca.001	Canton	Canton Junction Railroad Station	666 Sherman St	RNRE; A, B, C	Stoughton Line, Northeast Corridor	Canton Junction Station	Possible	n/a	No Change	Yes: Severe, adjacent to new catenary; Moderate, modifications to site	Adverse: Physical (possible) Visual (possible)	Yes (possible)
Ca.002	Canton	Revere Copper Company Railroad Embankment	Revere St	RNRE; C	Stoughton Line, Northeast Corridor	n/a	No	n/a	No Change	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
Ca.006	Canton	Canton Public Library	786 Washington St	MHC-DOE; A, C	Stoughton Line	n/a	No	No	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ca.007	Canton	Forge Pond Railroad Bridge	Between Washington and Bolivar Sts	MHC-DOE; C	Stoughton Line	TP-02 Switching Station (SWS-1)	Possible	n/a	No Change	Yes: Severe, in close proximity to new catenary, and in vicinity of traction power facility	Adverse: Physical	Yes
Ca.024	Canton	Canton Water Works	44 Pine St	RNRE; A, C	Stoughton Line	Pine St Grade Crossing	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
St.B	Stoughton	Downtown Stoughton Area	Pearl, Perry, School, Washington, Pleasant, and Wyman Sts	RNRE; A, C	Stoughton Line	Stoughton Station; School, Porter, Wyman Sts Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
St.022	Stoughton	Pearl Street Cemetery	Pearl St	RNRE; A, C	Stoughton Line	n/a	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
St.023, St.B	Stoughton	Stoughton Town Hall	10 Pearl St	NRIND	Stoughton Line	n/a	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
St.024	Stoughton	Mystic Rubber Company	2 Canton St	RNRE; A, C	Stoughton Line	Porter St, Wyman St Grade Crossings	No	n/a	No Change	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
St.025	Stoughton	Stoughton Old Colony Railroad Station	45-47 Wyman St	NRIND; A, C	Stoughton Line	Porter St, Wyman St Grade Crossings	No	n/a	No Change	Yes: Severe, adjacent to new catenary; Moderate, modifications to site	Visual	Yes
St.026	Stoughton	Lucius Clapp Memorial Library	6 Park St	NRIND	Stoughton Line	n/a	No	Yes, Moderate train and horn noise	No Change	No	No Adverse Effect	Yes
St.046	Stoughton	Meade Rubber Company	25 Brock St	RNRE; A, C	Stoughton Line	Stoughton Station; Brock St Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary and grade crossing systems	Adverse Effect Demolition	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ea.B	Easton	North Easton Historic District	Elm, Lincoln, and Main Sts	NRDIS; A, C	Stoughton Line	Easton Village Station; Oliver St, Elm St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing systems	Adverse: Noise Visual	Yes
Ea.C	Easton	Holmes-Linden Street Area	Holmes and Linden Sts	RNRE; A, C	Stoughton Line	Elm St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems	Adverse: Noise Visual	Yes
Ea.D	Easton	H.H. Richardson Historic District	Elm and Main Sts	NHL, NRDIS; A, C	Stoughton Line	Easton Village Station	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in one location	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing systems	Adverse: Noise Visual	Yes
Ea.E	Easton	Center Street Area	Center St	RNRE; A, C	Stoughton Line	Reynolds St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ea.F	Easton	Easton Center Area	Center, Depot, and Short Sts	RNRE; A, C	Stoughton Line	Short St, Depot St Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.G	Easton	Hayward - Pool Area	Foundry St	RNRE; A, C	Stoughton Line	Foundry St Grade Crossing	No	Yes: Moderate train and moderate to severe horn noise (at edge of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.003	Easton	Old Colony Railroad Station	Off Oliver St on Railroad Right of Way	NR/IND, in NHL District; A, C	Stoughton Line	Easton Village Station; Oliver St Grade Crossing	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Severe, adjacent to new catenary, Moderate station and site modifications, and grade crossing	Adverse: Visual (possible)	Yes (possible)
Ra.B	Raynham	Carver Street Area	Carver St, Broadway (Route 138)	RNRE; A, C	Stoughton Line	Carver St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems	Adverse: Noise Visual	Yes
Ra.011	Raynham	Dog Kennel and Track Property	385 Thrasher St	RNRE; A	Stoughton Line	West Britannia St; Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB (portion of property)	Yes: Moderate to severe, in vicinity of new catenary and grade crossing (at edge of property)	Adverse: Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.B	Taunton	Taunton Center Area	Dean, Park, and Summer Sts	RNRE; A, C	Stoughton Line	Taunton Station; Dean St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing	Adverse: Noise Visual	Yes
Ta.C	Taunton	Taunton Multiple Resource Area	Multiple Throughout City of Taunton	NRMP; A, B, C, D	Stoughton Line	multiple	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS
Ta.D	Taunton	High Street Area	High, Weir, and Somerset Sts	RNRE; A, C	Stoughton Line and Attleboro Secondary	TP - 05 Parallel Station (Stoughton); Weir Street, Bow Street Grade Crossing (Attleboro Secondary)	No	Yes: Moderate to severe train and horn noise	Yes: 50 ft, >80 VdB (only small portion of area)	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.L	Taunton	Hart Street Area	Hart St	RNRE; A, C	Attleboro Secondary	Taunton Depot Station; Hart St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, >80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.18, Ta.C	Taunton	Dean-Hartshorn House	68 Dean St	NRIND, NRMPS, LHD	Stoughton Line	n/a	No	Yes: Moderate to severe train and horn noise	No: 100 ft, < 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.019, Ta.B, Ta.C	Taunton	Old Colony Railroad Station	40 Dean St	NRIND, NRMPS, LHD; A, C	Stoughton Line	Taunton Station; Dean St Grade Crossing	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Severe, adjacent to new catenary and grade crossing, in vicinity of new station	No Adverse Effect	No

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.020, Ta.B, Ta.C	Taunton	William Woodward House	117 Arlington St	NRIND, NRMPS, LHD; A, C	Stoughton Line	Dean St Grade Crossing	No	Yes: Severe train and horn noise	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ta.021, Ta.B, Ta.C	Taunton	Charles R. Atwood House	30 Dean St	NRIND, NRMPS, LHD; A, C	Stoughton Line	Dean St Grade Crossing	No	Yes: Moderate train and severe horn noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ta.022, Ta.B, Ta.C	Taunton	Theodore Dean House	26 Dean St	NRIND, NRMPS, LHD; A, C	Stoughton Line	n/a	No	Yes: Severe horn noise	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ta.23, Ta.B, Ta.C	Taunton	C.J.H. Bassett House	20 Chestnut St	NRIND, NRMPS, LHD	Stoughton Line	n/a	No	No	No: >800 ft, < 50 VdB	No	No Adverse Effect	No
Ta.28, Ta.B, Ta.C	Taunton	Abiezar Dean House	57 Summer St	NRIND, NRMPS, LHD	Stoughton Line	n/a	No	No	No: >500 ft, < 50 VdB	No	No Adverse Effect	No
Ta.029, Ta.B, Ta.C	Taunton	Neck of Land Cemetery	Summer St	NRIND, NRMPS, LHD; A, C	Stoughton Line	n/a	No	Yes: Moderate to severe horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
Ta.89	Taunton	Cohannet Mills #3	120 Ingell St	NRIND	Attleboro Secondary	Grade Crossing	No	No: 100 ft <80 VdB	n/a	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
Be.C	Berkley	Myricks Street Area	Myricks, Grove, and Mill Sts	RNRE; A, C	Fall River Secondary, New Bedford Main Line	TP-06 Switching Station (SWS-2); Myricks and Mill Sts Grade Crossings	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary, and traction power facility	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Be.006	Berkley	Residence	1 Macomber St	RNRE; A, C	New Bedford Main Line	Padelford St Grade Crossing	No	Yes: Severe train and horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
La.C	Lakeville	Assonet Cedar Swamp Area	Pierce Ave; County and Howland Rds; Freetown, Mill, and Malbone Sts	RNRE; A, C, D	New Bedford Main Line	Malbone St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
La.024	Lakeville	Peirce and Haskins Cemetery	Off Adams Lane	RNRE; A, C NE	Fall River Secondary	Adams Lane Grade Crossing	No	Yes: Severe train and horn noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.C	Freetown	Slab Bridge Road Area	Slab Bridge, Forge, Richmond, and Howland Rds	RNRE; A, C	Fall River Secondary	Elm St, Forge Rd, Richmond Rd Grade Crossings	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.D	Freetown	Assonet Historic District	Mill, Water, Main, Pleasant, Elm, Forge Sts	NRDIS; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train and horn noise	Yes: 50 ft, > 80 VdB	Yes: Moderate, portion of edge of area is in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.009	Freetown	Richmond Road / Maple Tree Crossing Bridge	Richmond Rd	MHC-DOE; C	Fall River Secondary	Richmond Rd, Beechwood Rd Grade Crossing	No	n/a	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.C	New Bedford	Acushnet Heights Historic District	State, Pleasant, Linden, Austin, Hazard, and Country Sts	NRDIS; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6); TP-30 Paralleling Station (PS-4)	No	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and layover facility	Adverse: Noise Visual	Yes
NB.D	New Bedford	Wamsuttia Mills Historic District	Acushnet Ave; Logan, North Point, and Wamsuttia Sts	NRDIS; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6); Wamsuttia Layover Facility	No	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and layover facility	Adverse: Noise (to residential area) Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
NB.G	New Bedford	National Spun Silk Co. – Oneko Mills	Brook St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, >80 VdB	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
NB.010	New Bedford	Lambeth Rope Complex	627-637 Tarklin Hill Rd	RNRE; A, C	New Bedford Main Line	King's Highway Station; King's Highway / Tarklin Hill Rd Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB	Possible: Moderate, in vicinity of new catenary and station	No Adverse Effect	No
NB.011	New Bedford	Manomet Mill #4 - Manomet Tire Cord Fabric Mill	117 King St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.012	New Bedford	Belleville Warehouse Company Cotton Storage Building	51 King St	NRDOE; A, C	New Bedford Main Line	Nash Rd Grade Crossing	No	n/a	Yes: 75 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.026	New Bedford	Pierce Brothers Textile Mill Complex	1125-1129 County St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.029	New Bedford	Christ Presbyterian Church	1097 County St	RNRE; C	New Bedford Main Line	n/a	No	No	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.053	New Bedford	Purchase Street Fire Station	2071 Purchase St	RNRE; A, C	New Bedford Main Line	n/a	No	Yes: Moderate train noise	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.063	New Bedford	Union Street Railway Car Barn	1959 Purchase St	NRIND, NRDIS- C; A	New Bedford Main Line	TP-09 Paralleling Station (PS-6)	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	No Adverse Effect	No
NB.065	New Bedford	Dawson Building	1843-1855 Purchase St	NRIND, NRDIS- C; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6)	No	No	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
NB.081	New Bedford	New Bedford Cotton Storage Warehouse Co., North Stores	19 Jean St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, >80 VdB	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
FR.C	Fall River	Fall River Multiple Resource Area	multiple	NRMPS; A, B, C	Fall River Secondary	Battleship Cove Station	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS
FR.D	Fall River	North Main Street Area	North Main St	RNRE; A, C	Fall River Secondary	Weaver's Cove Layover(east)	Yes: Layover construction	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary and layover	Adverse: Physical Noise Visual	Yes
FR.E, FR.C	Fall River	Border City Mills	Weaver and West Sts	NRDOE, NRMPS; A, C	Fall River Secondary	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.F, FR.C	Fall River	Sagamore Mill Nos. 1 and 3	Ace St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.G, FR.C	Fall River	Sagamore Mill No. 2	North Main St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.H, FR.C	Fall River	Foster Spinning Company	Cove St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 75 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.J, FR.C	Fall River	Narragansett Mills	North Main St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	No	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.K, FR.C	Fall River	North Burial Ground	North Main St	NRMPS, NRDIS; A, B, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.L	Fall River	Durfee Street Area	North Main and Durfee Sts	RNRE; A, C	Fall River Secondary	Fall River Depot Station; TP-11 Paralleling Station (PS-05)	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary, station, and traction power facility	Adverse: Noise Visual	Yes
FR.M	Fall River	Diners of Massachusetts	multiple	NRMPs; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.N, FR.C	Fall River	American Printing Company - Metacommet Mill	Anawan St	NRMPs, NRDIS; A, C	Fall River Secondary	Battleship Cove Station	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary and station	Adverse: Visual	Yes
FR.005, FR.C	Fall River	William Collins House	3775 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.006, FR.C	Fall River	North Christian Congregational Church	3538 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.010, FR.C	Fall River	Borden-Winslow House	3063 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	No	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.012, FR.C	Fall River	Canedy, Squire William B. House	2634 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	Weaver's Cove Layover (east)	No	No	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary, layover facility	Adverse: Visual (catenary)	Yes
FR.013	Fall River	William J. Wiley Middle School	2585 North Main Street	RNRE	Fall River Secondary	Weaver's Cove Layover (east)	No	No	No: 500 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary, layover facility	No Adverse Effect	No
FR.015, FR.C	Fall River	Border City Mills - Mill #2	1 Weaver St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	n/a	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.016	Fall River	Weaver Street Railroad Bridge	Weaver St	MHC-DOE; A, C	Fall River Secondary	n/a	Possible	n/a	Yes: 0 ft, > 80 VdB	Yes: Moderate, in close proximity to new catenary	No Adverse Effect	No
FR.017	Fall River	Residence	311 Crescent St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.026, FR.C	Fall River	Brightman, Hathaway House	205 Crescent St	NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.050	Fall River	St. Michael's Roman Catholic Church	207 Essex St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.066, FR.C	Fall River	St. Joseph's Roman Catholic Church	1355 North Main St	NRIND, NRMPS A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 700 ft, < 50 VdB	No	No Adverse Effect	No
FR.067	Fall River	Cotton Warehouse	7 Oregon St	RNRE; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Visual (possible)	Yes
FR.070, FR.M	Fall River	Al Mac's Diner	135 President Ave	NRMPS, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.081	Fall River	Residence	524 Durfee St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.082	Fall River	Lafayette-Durfee House	94 Cherry St	NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.084	Fall River	Central Street Bridge over Quequechan River	Central St	MHC-DOE; C	Fall River Secondary	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.089	Fall River	Borden and Remington Company	85-115 Anawan St	RNRE; A, C	Fall River Secondary	Battleship Cove Station	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and station	No Adverse Effect	No

¹ Resources are sequenced north to south along the project corridor by community.

² **National Register Status**

NHL National Historic Landmark
 NRDIS National Register Historic District
 NRIND Property individually listed in the National Register
 NRMPS District or Property individually listed in the National Register as part of a NRMPS
 NRDOE Property formally determined eligible by Keeper of the National Register
 MHC-DOE Property evaluated as eligible by MHC
 RNRE Property recommended as eligible
 NRDIS-C Property contributing to an NR-listed district
 LL Property individually listed in the State Register
 LHD Property located within a State Register listed historic district

³ Within 250 feet of a proposed station, layover, or traction power facility, or an existing station where work is proposed or within 400 feet of a grade crossing.

⁴ **Direct/Physical Impacts**

Level of impact Based on review of project plans and analyses for DEIS/DEIR (USACE 2011).

No Historic property will not be impacted during or because of project construction activities; this typically applies to properties located in the vicinity of the project, but not within or immediately adjacent to construction areas.
 Yes Historic property that could be impacted during or because of project construction activities; typical impacts are physical in nature and may affect properties within or immediately adjacent to construction areas.

⁵ **Indirect Noise Impacts**

Level of impact Data per Environmental Consequences Technical Report: Noise (VHB June 2009) and DEIS/DEIR (USACE 2011).

Train Noise Noise generated by the operation of trains traveling along the rails.

Horn Noise Noise generated by warning horn blowing, typically at grade crossings.

Moderate Potential for the project to cause noticeable increase in cumulative noise levels, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009).

Severe Potential for the project to cause significant increase in cumulative noise levels, causing high annoyance, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009). Under FTA criteria severe impacts are subject to mitigation (refer to VHB 2012a).

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

n/a	Not applicable- Noise impacts were not evaluated for historic properties where noise is unlikely to impact the characteristics for which the property is historically significant, including bridges, railroad stations, and industrial complexes.
6 Indirect Vibration Impacts	
Level of impact	Data per Environmental Consequences Technical Report: Vibration (VHB June 2009) and DEIS/DEIR (USACE 2011). The vibration data shown present the approximate distance of the property from the right-of-way centerline, followed by projected vibration level from train operations.
No	Low level of vibration anticipated from construction and/or operations per VHB June 2009, which determined that, based on the FTA Generalized Ground-Surface Vibration Curves Table, properties within approximately 90 feet of the center line of a locomotive powered passenger or freight rail line could be impacted by vibration levels of 80VdB, the threshold for human annoyance, or higher. All projected vibration levels are well below the 100 VdB threshold for potential structural damage to fragile buildings or structures (VHB June 2009) that would result in a level of moderate or high impact.
Possible	Potential for damage from vibration generated by pile driving is noted as “Vibration (possible)” under the Effects column, where individual properties or buildings within an historic district are within 25 ft of the right-of-way (per VHB June 2009). The location of any pile driving has not been determined and is expected to be limited, if any occurs.
Ft	Distance (in feet) of the property from the railroad right-of-way centerline.
VdB	RMS (root mean square) Vibration Velocity Level.
7 Indirect Visual Impacts	
Level of Impact	Based on review of project plans and analyses for DEIS/DEIR (USACE 2011). The categories of level of impact were defined for the purposes of this analysis. Moderate and severe visual impacts considered to be potential adverse effects.
No	No potential for the project to change the existing visual environment (ex. increased use of existing railroad infrastructure).
Minimal	Low level of change in the visual environment of a historic property, based on the location of the property near existing railroad elements that will be slightly modified with a new feature as part of the project (ex. replacement of existing catenary with new catenary or upgrading an existing grade crossing).
Moderate	Potential for change in the visual environment of a historic property, based on the location of the property in the broad vicinity of new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).
Severe	High potential for change in the visual environment of a historic property, based on the location of the property adjacent or in close proximity to new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).
8 Effects	
The level of effect (adverse or no adverse effect) is assessed based on the impact information presented for direct and indirect physical, noise, vibration, and visual impacts and the resource type (ex. new catenary is not considered an adverse effect for industrial and railroad historic properties). New station construction and modifications to existing stations and their sites will have no adverse effect on historic stations and adjacent historic properties as long as changes are designed in a manner sensitive to the historic architectural character of the building and/or area. Noise mitigation including linear barriers and insulating treatments on historic buildings will have an effect on adjacent or subject properties and will require design considerations for compatibility with historic resources. Vibration impacts from pile driving could affect buildings adjacent to the right-of way, if pile driving or other similar construction occurs; however the location of this type of construction has not been identified. There are no anticipated atmospheric and cumulative impacts to historic resources. Traffic impacts to historic resources will be assessed when traffic analyses are available, but are expected to be minor. The level of effect presented in the table reflects the worst case and will be refined after the preferred alternative is selected, intensive historic resources survey is completed, and more detail about the project elements and work types is available.	
9 Mitigation	
It is assumed that all adverse effects will require mitigation. Mitigation may include vibration dampening, noise barriers, visual screening, and the use of compatible materials within historic districts or adjacent to historic properties.	

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.C	Taunton	Taunton Multiple Resource Area	Multiple Throughout City of Taunton	NRMPS; A, B, C, D	Whittenton Branch	Dean St, Whittenton St Grade Crossings	See below	See below	See below	See below	See below	See below
Ta.D	Taunton	High Street Area	High, Weir, and Somerset Sts	RNRE; A, C	Attleboro Secondary and Stoughton Line	TP-05 Paralleling Station (PS-2); Weir St, Bow St Grade Crossings	No	Yes: Moderate train noise (at edge of area)	No: 150 ft, < 75 VdB	Yes: Moderate; in vicinity of new catenary, grade crossing, and traction power facility	Adverse: Noise Visual	Yes
Ta.F	Taunton	Whittenton Mill Area	Whittenton St	RNRE; A, C	Whittenton Branch	Whittenton St Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some locations)	Yes: 0 ft, > 80 VdB (only in some locations)	Yes: Moderate to severe; in vicinity of new catenary and grade crossing systems (in some locations)	Adverse: Noise Visual	Yes
Ta.G, Ta.C	Taunton	Whittenton Mill Complex	Whittenton St	NRDIS, NRMPS; A, C	Whittenton Branch	Whittenton St Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB (only at edge of area)	Yes: Moderate; in vicinity of new catenary and grade crossing systems (in some locations)	No Adverse Effect	No
Ta.H	Taunton	Reed and Barton Worker Housing	Cottage and Meadow St	RNRE; A, C	Whittenton Branch	Whittenton St Grade Crossing	No	Yes: Moderate to severe horn noise (in some locations)	No: 200 ft, < 75 VdB	Yes: Moderate; in vicinity of new catenary and grade crossing systems (in some locations)	Adverse: Noise Visual	Yes
Ta.I	Taunton	Ancient Whittenton Area	Warren St	RNRE; A, C	Whittenton Branch	Warren St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some locations)	Yes: 0 ft, > 80 VdB (only in some locations)	Yes: Moderate to severe; in vicinity of new catenary and grade crossing systems (in some locations)	Adverse: Noise Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.R	Taunton	Multiple	MA State Hospitals and State Schools MPS	NRMPS; A, C, D	Attleboro Secondary	Danforth St Grade Crossing	No	Yes: Moderate train and horn noise	No: 400 ft, < 50 VdB	Yes: Moderate, portions of area are in vicinity of new catenary	Adverse: Visual	Yes
Ta.S	Taunton	Danforth St, Dana St	Taunton State Hospital Historic District	NRDIS, NRMPS; A, C, D	Attleboro Secondary	Danforth St Grade Crossing	No	Yes: Moderate train and horn noise	No: 400 ft, < 50 VdB	Yes: Moderate, portions of area are in vicinity of new catenary	Adverse: Visual	Yes
Ta.T	Taunton	Tremont St	Tremont St Area	RNRE; A, C	Attleboro Secondary	Tremont St Grade Crossing	No	Yes: Moderate train and severe horn noise	Yes: 50 ft, > 80 VdB (only small portion of area)	Yes: Moderate, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.160	Taunton	Staples Coal Company	28 Dana St	RNRE; A, C	Attleboro Secondary	n/a	No	n/a	No: 100 ft < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
Ta.181	Taunton	N.S. Mason House	58 Tremont St	NRIND, NRMPS	Attleboro Secondary	n/a	No	Yes, Moderate train and horn noise	No	No	No Adverse Effect	No
Ta.208, Ta.C	Taunton	St. Thomas Episcopal Church	111-115 High St	NRIND, NRMPS; A, C	Attleboro Secondary	Porter St, Cohannet St Grade Crossing	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes
Ta.209, Ta.C	Taunton	McKinsirey House	115 High St	NRIND, NRMPS; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes
Ta.211, Ta.C	Taunton	Henry G. Brownell House (Elk's Lodge No. 150)	119 High St	NRIND, NRMPS; A, C	Attleboro Secondary	Porter St, Cohannet St Grade Crossing	No	Yes: Moderate to severe horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Noise Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.225	Taunton	Rhodes Button Company	12 Porter St	RNRE; A, C	Attleboro Secondary	Winthrop St, Porter St, Cohannet St Grade Crossings	No	n/a	Yes: 90 ft > 80 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	No Adverse Effect	No
Ta.245, Ta.C	Taunton	Lord-Baylies- Bennett House (Taunton Masonic Lodge)	66 Winthrop St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St, Cohannet St Grade Crossings	No	Yes: Moderate train and severe horn noise	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.246, Ta.C	Taunton	Samuel Washburn House	68 Winthrop St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St, Cohannet St Grade Crossings	No	Yes: Moderate to severe train and severe horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
Ta.254, Ta.C	Taunton	Samuel Colby House	74 Winthrop St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St, Cohannet St Grade Crossings	No	Yes: Moderate train and severe horn noise	No: 100 ft < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.259, Ta.C, Ta.V	Taunton	Sarah A. Haskins House	18 Harrison Ave	NRIND, NRMPS; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ta.262	Taunton	Mount Pleasant Cemetery	19 Crocker St	NRIND; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ta.266, Ta. C	Taunton	J.C. Bartlett House	12 Walnut St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St Grade Crossing	No	Yes: Moderate train and severe horn noise	No: 400 ft < 50 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
Ta.293	Taunton	Albert Field Tack Works	19 Spring St	NRIND, NRMPS	Attleboro Secondary	n/a	No	No	No: 1600 ft	No	No Effect	No
Ta.294, Ta.C, Ta.D	Taunton	H.B. Lothrop Store	210 Weir St	NRIND, NRMPS; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ta.309, Ta.C	Taunton	William Lawrence House	101 Somerset Ave	NRIND, NRMPS; A, C	Attleboro Secondary	Barnum St, Weir St Grade Crossings	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

¹ Resources are sequenced north to south along the project corridor for each rail segment.

² National Register Status

NHL	National Historic Landmark
NRDIS	National Register Historic District
NRIND	Property individually listed in the National Register
NRMPS	District or Property individually listed in the National Register as part of a NRMPS
NRDOE	Property formally determined eligible by Keeper of the National Register
MHC-DOE	Property evaluated as eligible by MHC
RNRE	Property recommended as eligible
NRDIS-C	Property contributing to an NR-listed district
LL	Property individually listed in the State Register
LHD	Property located within a State Register listed historic district

³ Within 250 feet of a proposed station, layover, or traction power facility, or an existing station where work is proposed or within 400 feet of a grade crossing.

⁴ Direct/Physical Impacts

Level of impact Based on review of project plans and analyses for DEIS/DEIR (USACE 2011).

No	Historic property will not be impacted during or because of project construction activities; this typically applies to properties located in the vicinity of the project, but not within or immediately adjacent to construction areas.
Yes	Historic property that could be impacted during or because of project construction activities; typical impacts are physical in nature and may affect properties within or immediately adjacent to construction areas.

⁵ Indirect Noise Impacts

Level of impact	Data per Environmental Consequences Technical Report: Noise (VHB June 2009) and DEIS/DEIR (USACE 2011).
Train Noise	Noise generated by the operation of trains traveling along the rails.
Horn Noise	Noise generated by warning horn blowing, typically at grade crossings.
Moderate	Potential for the project to cause noticeable increase in cumulative noise levels, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009).
Severe	Potential for the project to cause significant increase in cumulative noise levels, causing high annoyance, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009). Under FTA criteria severe impacts are subject to mitigation (refer to VHB 2102a).
n/a	Not applicable- Noise impacts were not evaluated for historic properties where noise is unlikely to impact the characteristics for which the property is historically significant, including bridges, railroad stations, and industrial complexes.

⁶ Indirect Vibration Impacts

Level of impact	Data per Environmental Consequences Technical Report: Vibration (VHB June 2009) and DEIS/DEIR (USACE 2011).
No	The vibration data shown present the approximate distance of the property from the right-of-way centerline, followed by projected vibration level from train operations. Low level of vibration anticipated from construction and/or operations per VHB June 2009, which determined that, based on the FTA Generalized Ground-Surface Vibration Curves Table, properties within approximately 90 feet of the center line of a locomotive powered passenger or freight rail line could be impacted by vibration levels of 80VdB, the

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

Possible	threshold for human annoyance, or higher. All projected vibration levels are well below the 100 VdB threshold for potential structural damage to fragile buildings or structures (VHB June 2009) that would result in a level of moderate or high impact.
Ft	Potential for damage from vibration generated by pile driving is noted as "Vibration (possible)" under the Effects column, where individual properties or buildings within an historic district are within 25 ft of the right-of-way (per VHB June 2009). The location of any pile driving has not been determined and is expected to be limited, if any occurs.
VdB	Distance (in feet) of the property from the railroad right-of-way centerline. RMS (root mean square) Vibration Velocity Level.

⁷ Indirect Visual Impacts

Level of Impact	Based on review of project plans and analyses for DEIS/DEIR (USACE 2011). The categories of level of impact were defined for the purposes of this analysis. Moderate and severe visual impacts considered to be potential adverse effects.
No	No potential for the project to change the existing visual environment (ex. increased use of existing railroad infrastructure).
Minimal	Low level of change in the visual environment of a historic property, based on the location of the property near existing railroad elements that will be slightly modified with a new feature as part of the project (ex. replacement of existing catenary with new catenary or upgrading an existing grade crossing).
Moderate	Potential for change in the visual environment of a historic property, based on the location of the property in the broad vicinity of new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).
Severe	High potential for change in the visual environment of a historic property, based on the location of the property adjacent or in close proximity to new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).

⁸ Effects

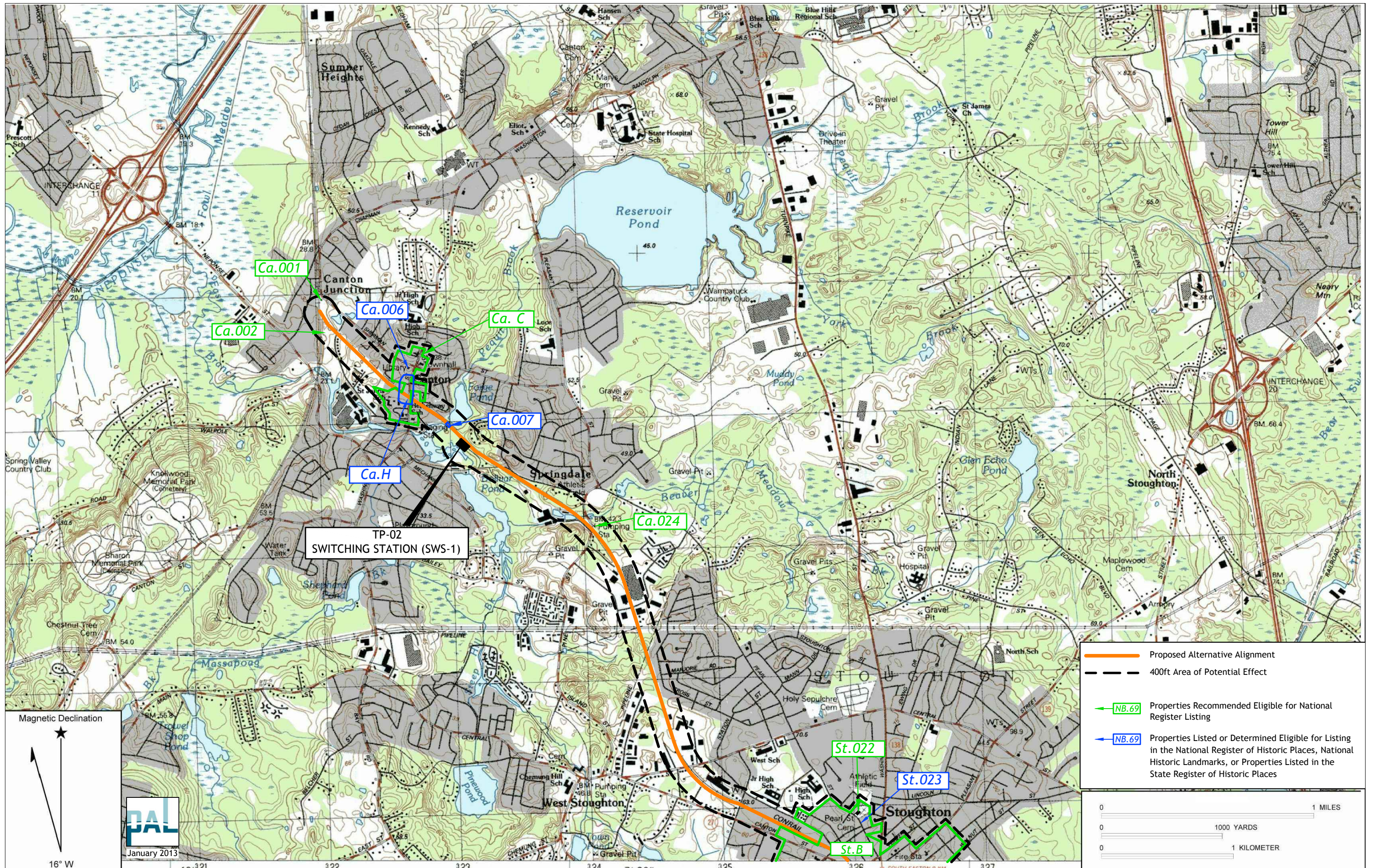
The level of effect (adverse or no adverse effect) is assessed based on the impact information presented for direct and indirect physical, noise, vibration, and visual impacts and the resource type (ex. new catenary is not considered an adverse effect for industrial and railroad historic properties). New station construction and modifications to existing stations and their sites will have no adverse effect on historic stations and adjacent historic properties as long as changes are designed in a manner sensitive to the historic architectural character of the building and/or area. Noise mitigation including linear barriers and insulating treatments on historic buildings will have an effect on adjacent or subject properties and will require design considerations for compatibility with historic resources. Vibration impacts from pile driving could affect buildings adjacent to the right-of way, if pile driving or other similar construction occurs; however the location of this type of construction has not been identified. There are no anticipated atmospheric and cumulative impacts to historic resources. Traffic impacts to historic resources will be assessed when traffic analyses are available, but are expected to be minor. The level of effect presented in the table reflects the worst case and will be refined after the preferred alternative is selected, intensive historic resources survey is completed, and more detail about the project elements and work types is available.

⁹ Mitigation

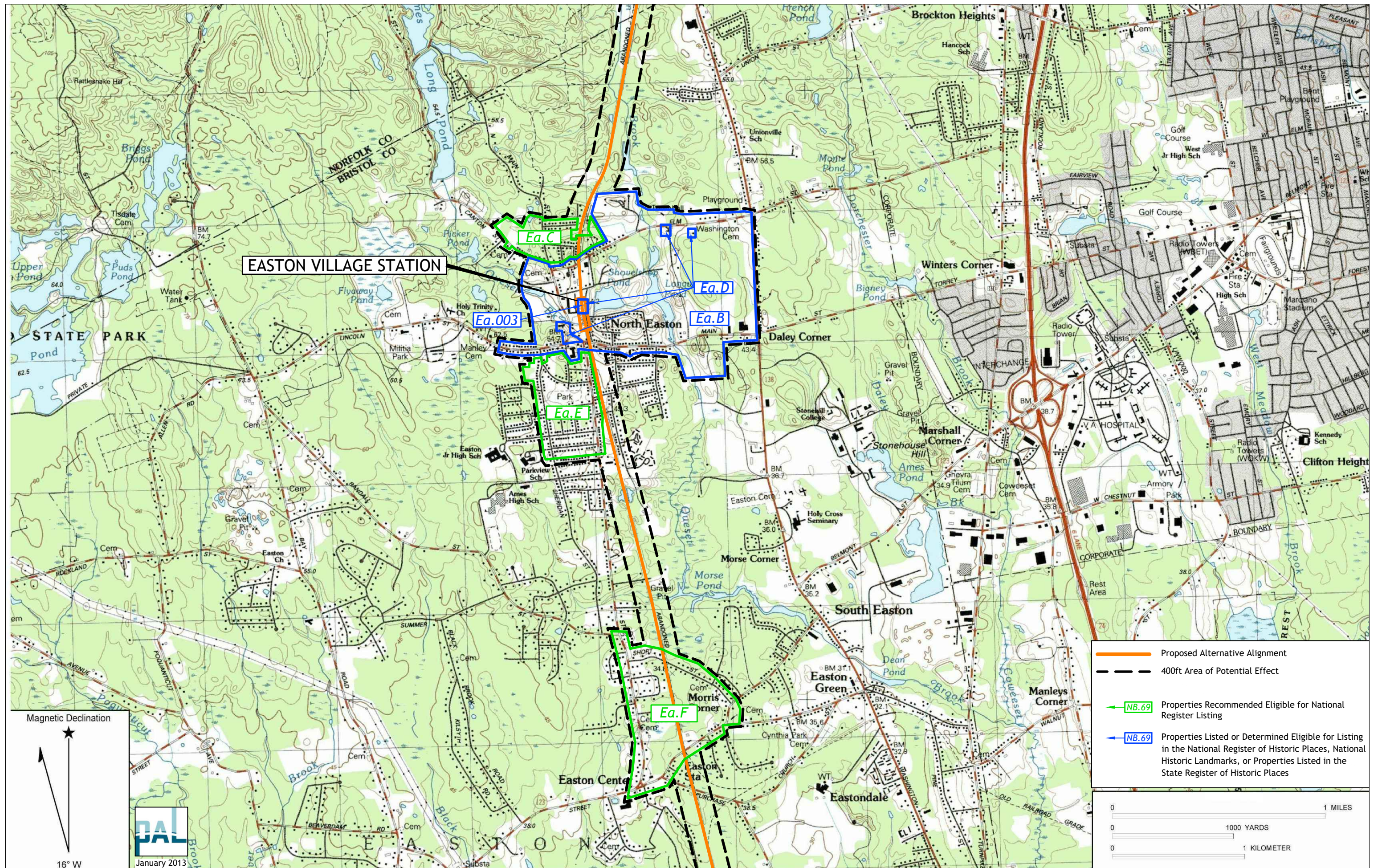
It is assumed that all adverse effects will require mitigation. Mitigation may include vibration dampening, noise barriers, visual screening, and the use of compatible materials within historic districts or adjacent to historic properties.

APPENDIX B

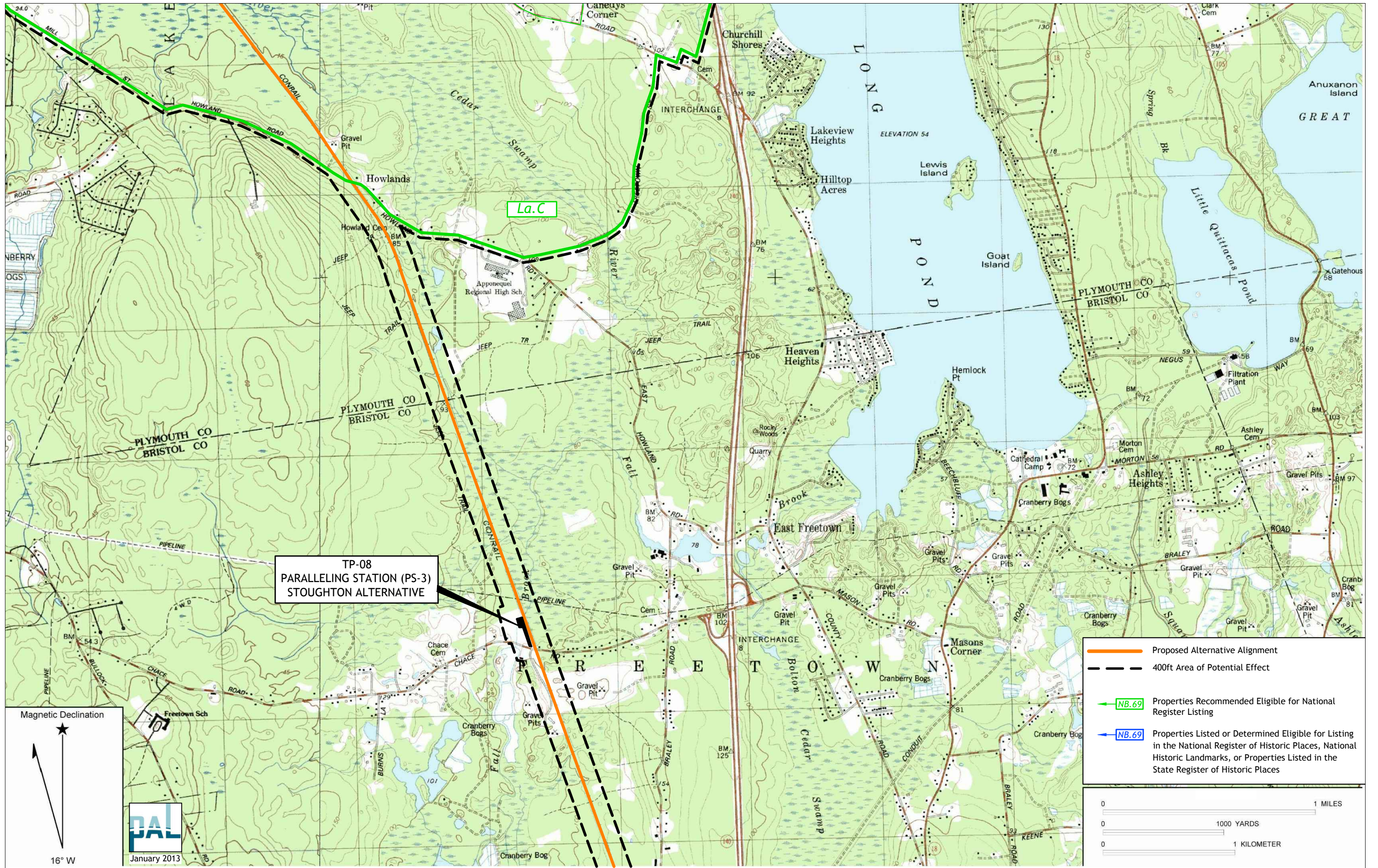
USGS Quadrangle Maps Showing Location of National Register Listed, Determined Eligible, and Recommended Eligible Historic Properties



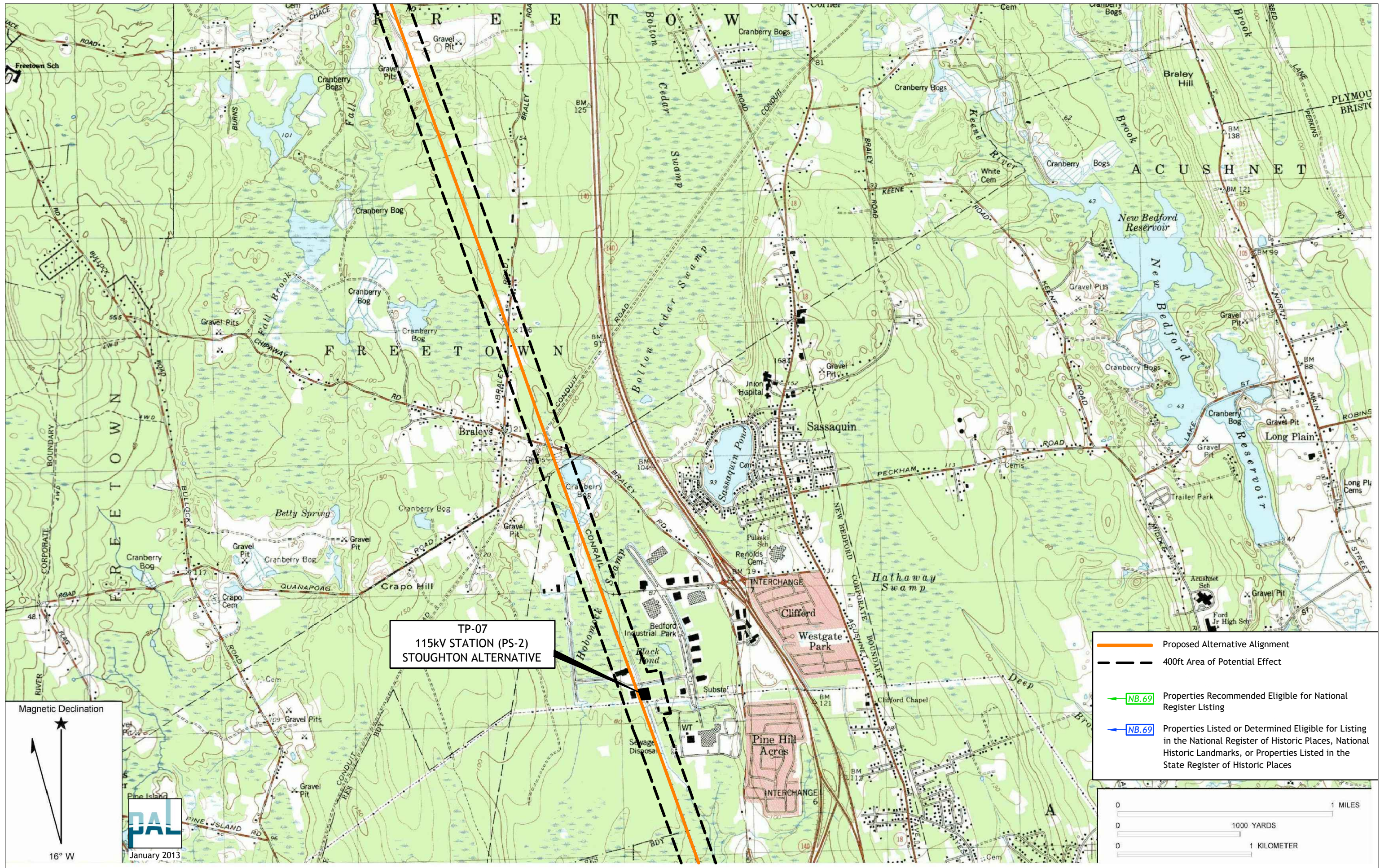
Appendix B-1. National/State Register listed, determined eligible, and recommended eligible historic properties.



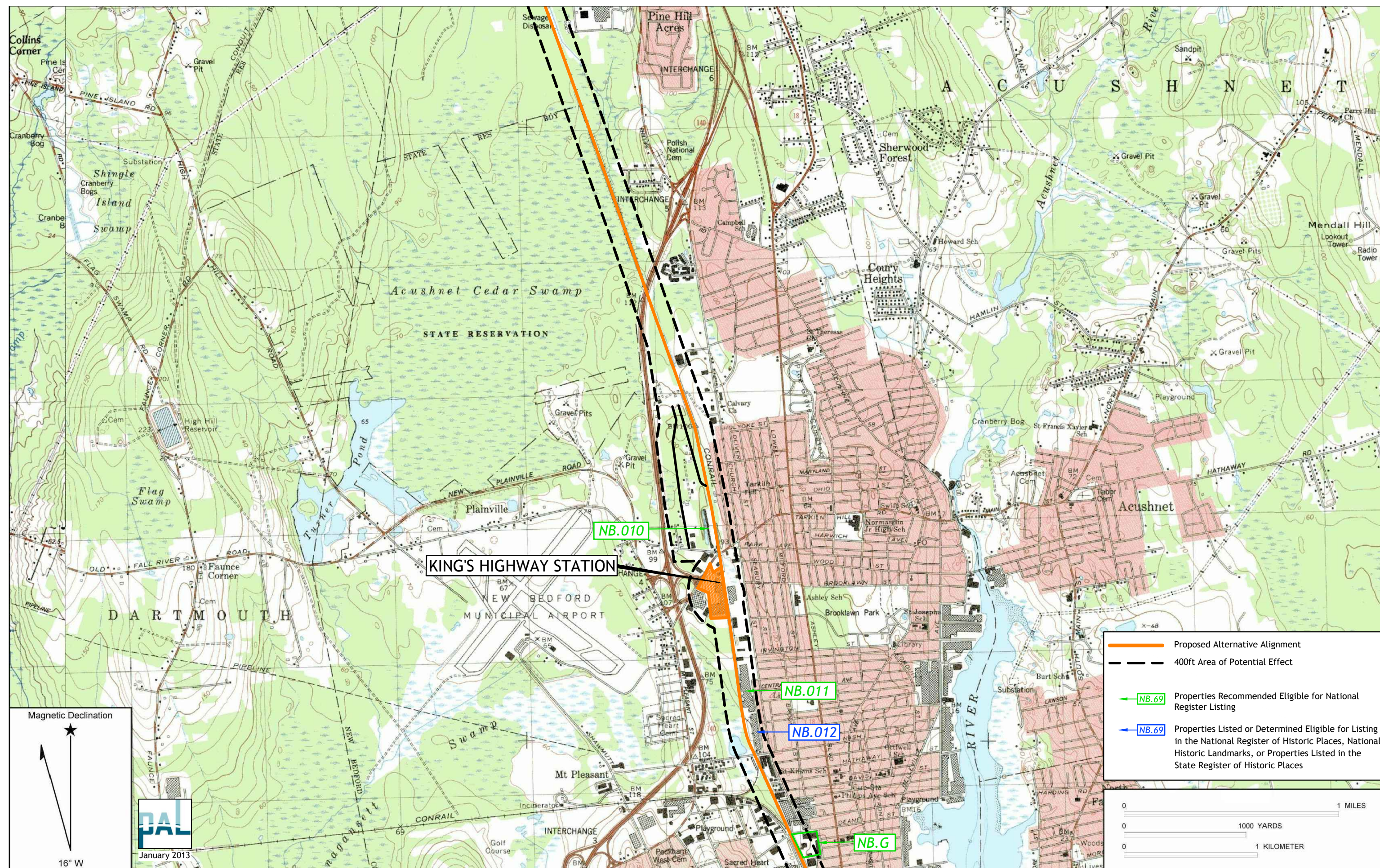
Appendix B-3. National/State Register listed, determined eligible, and recommended eligible historic properties.



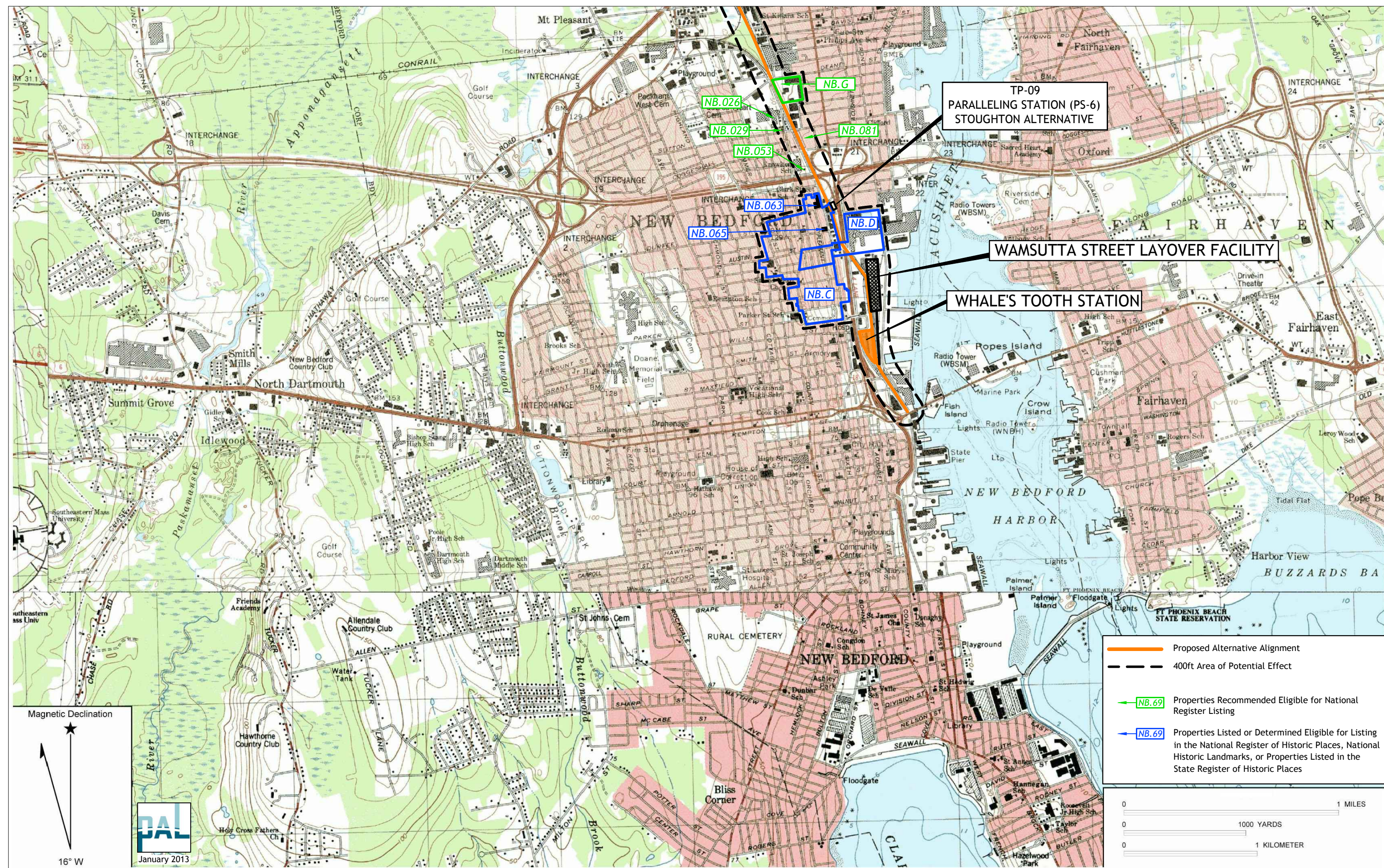
Appendix B-9. National/State Register listed, determined eligible, and recommended eligible historic properties.



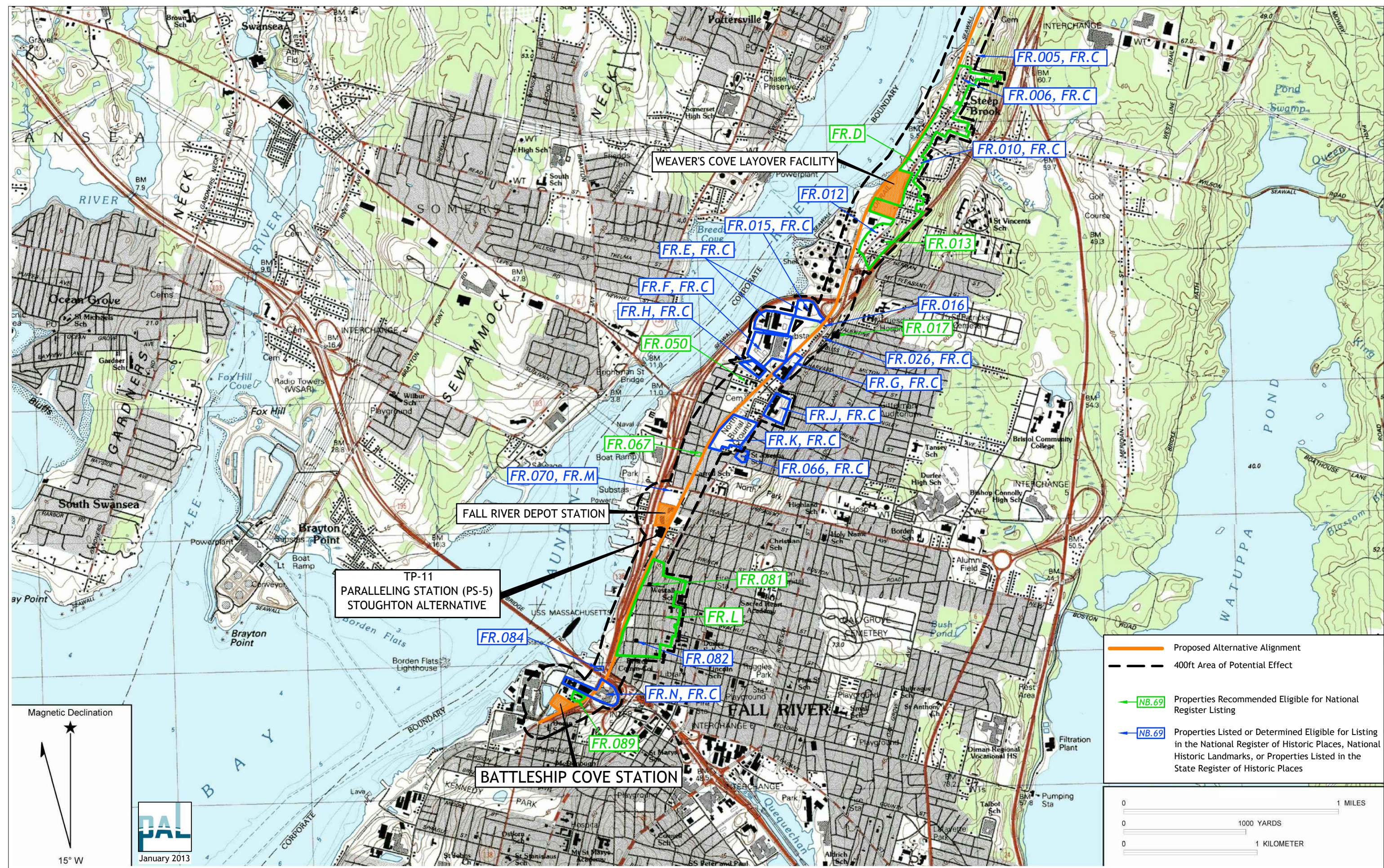
Appendix B-10. National/State Register listed, determined eligible, and recommended eligible historic properties.



Appendix B-11. National/State Register listed, determined eligible, and recommended eligible historic properties.



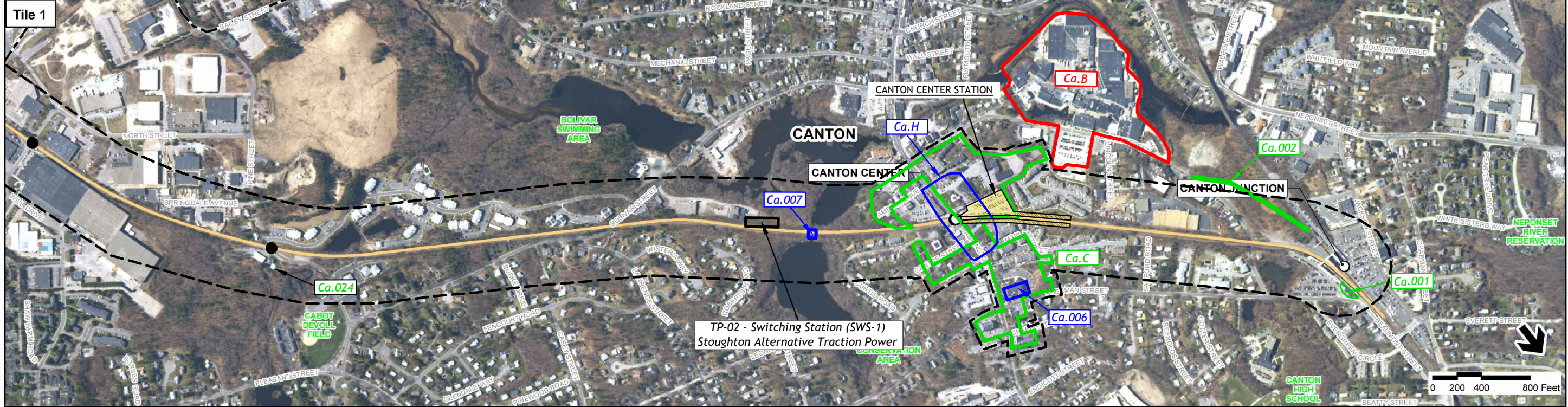
Appendix B-12. National/State Register listed, determined eligible, and recommended eligible historic properties.



Appendix B-15. National/State Register listed, determined eligible, and recommended eligible historic properties.

APPENDIX C

Project Aerial Maps Showing Location of All Properties Surveyed,
including National Register Listed, Determined Eligible,
and Recommended Eligible Historic Properties



3/2/2012
\\mbasdata\projects\10111_00\GIS\project\EIS\Bases_for_PAL\Bases_Stoughton_sheet5.mxd

Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 → Properties Recommended Eligible for National Register Listing
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Index Map

Moving Massachusetts Forward
massDOT

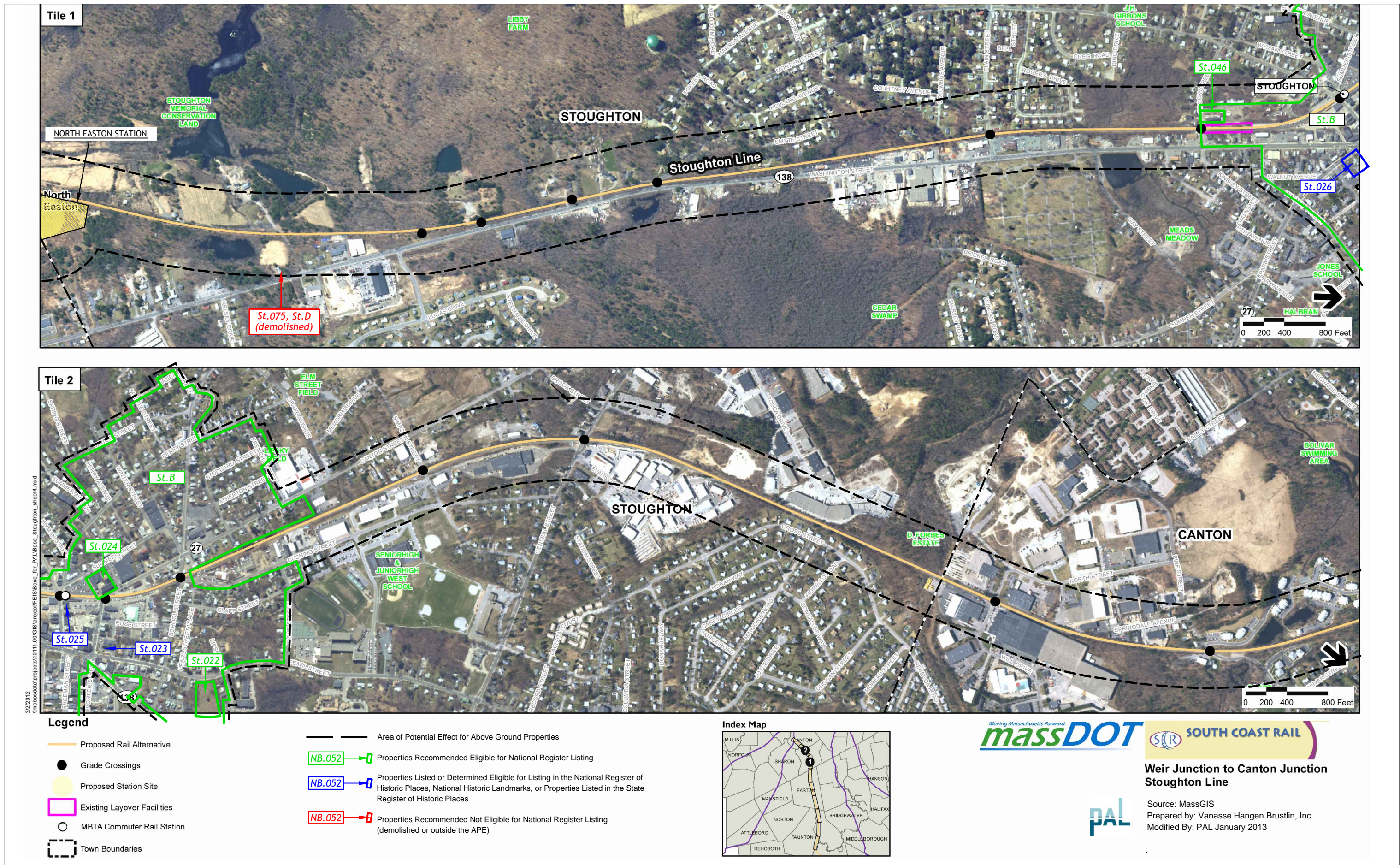
SOUTH COAST RAIL

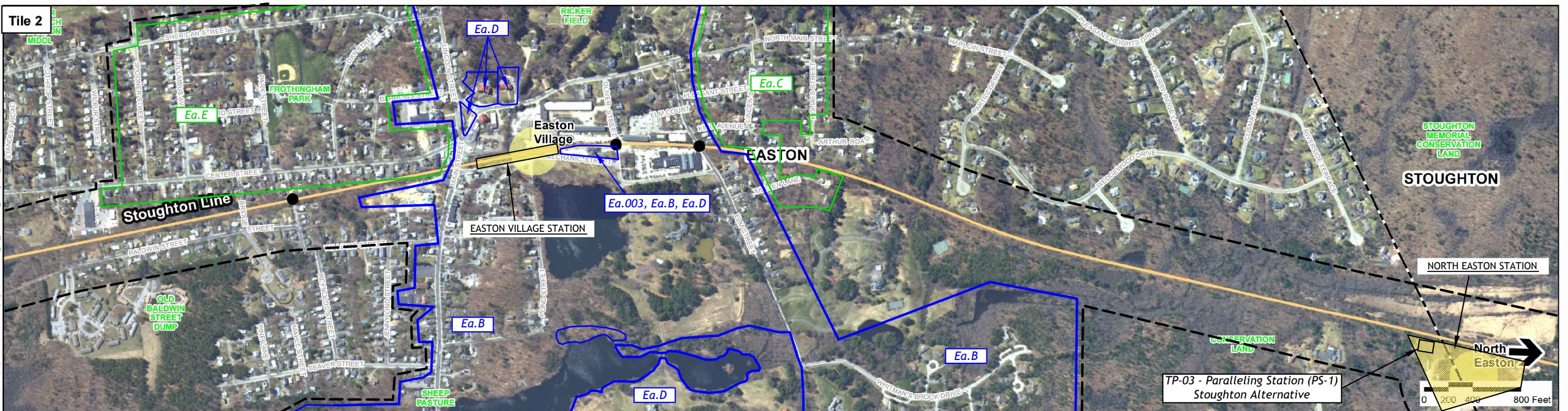
**Weir Junction to Canton Junction
Stoughton Line**

pal

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013

Appendix C-1. Historic Intensive Survey.

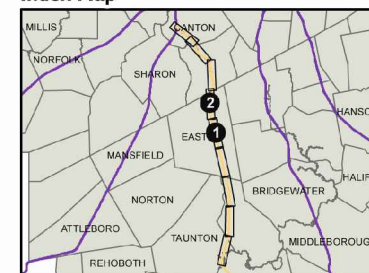




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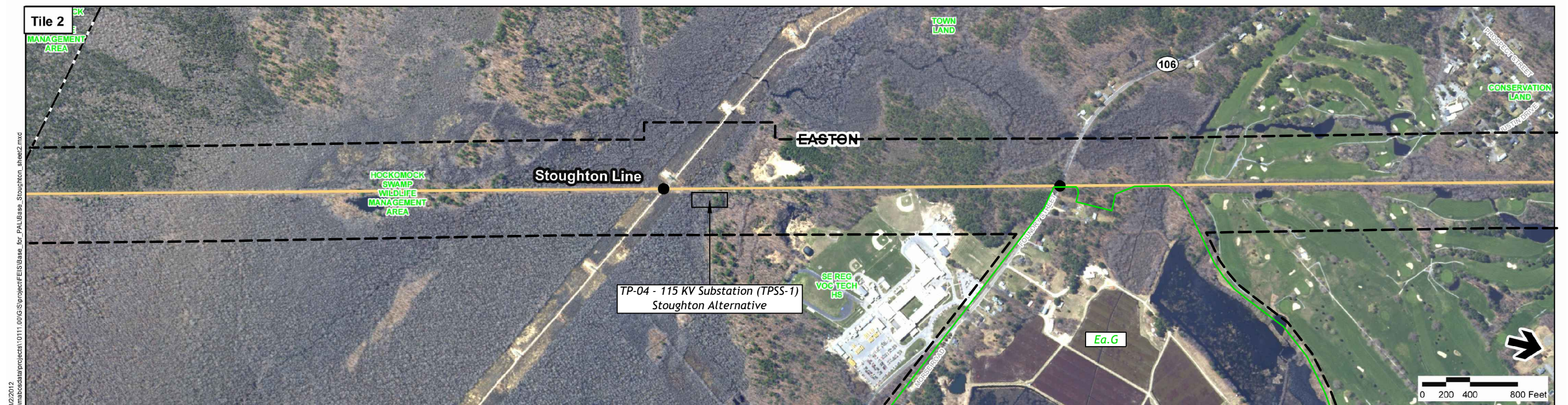
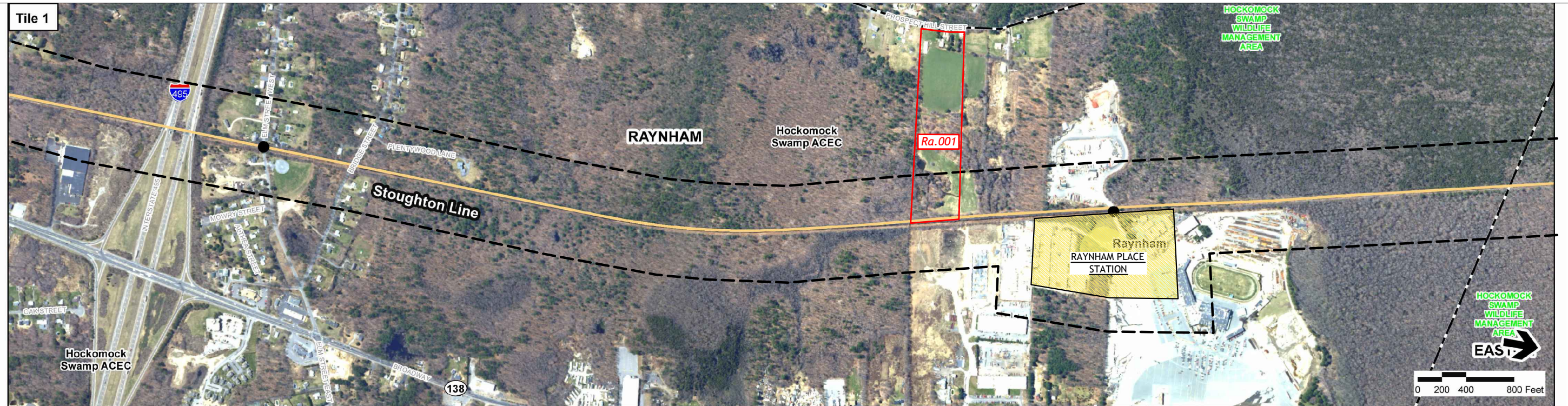
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SOUTH COAST RAIL

**Weir Junction to Canton Junction
Stoughton Line**

PAL

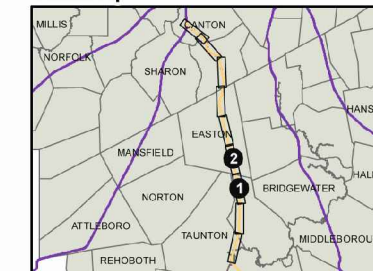
Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



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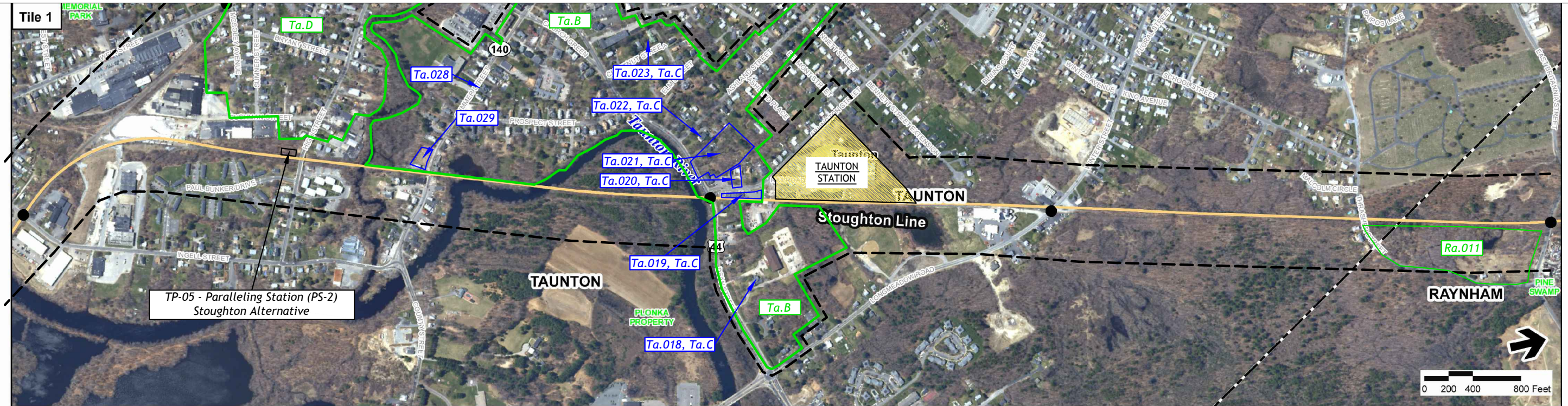
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SOUTH COAST RAIL

Weir Junction to Canton Junction Stoughton Line

PAL

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
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Legend

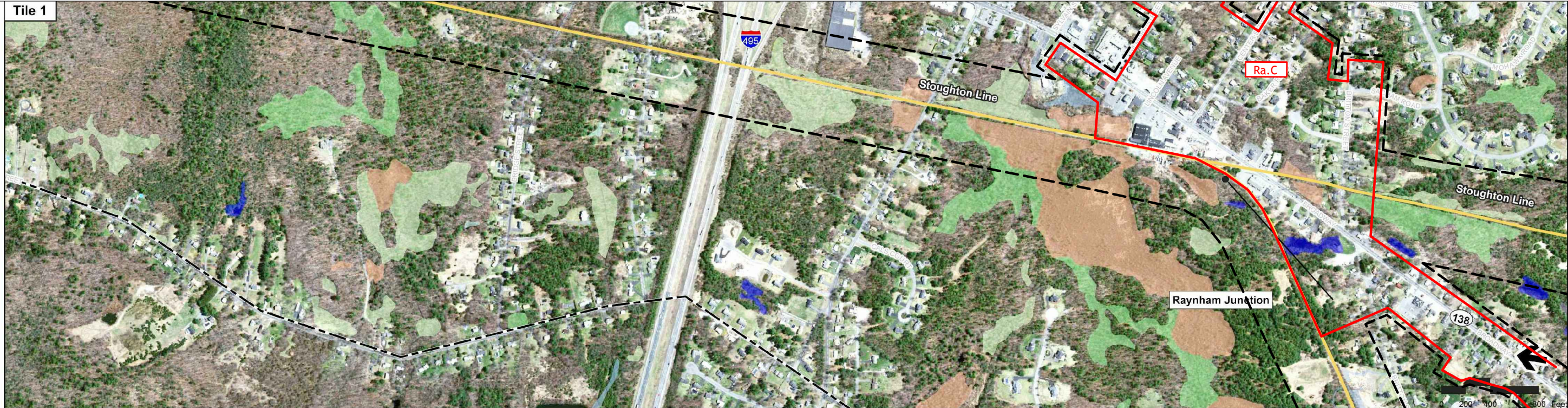
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**Weir Junction to Canton Junction
Stoughton Line**

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



Legend

Proposed Rail Alternative

Grade Crossings

Proposed Station Site

Existing Layover Facilities

MBTA Commuter Rail Station

Town Boundaries

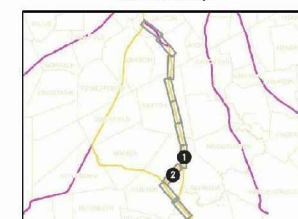
Area of Potential Effect for Above Ground Properties

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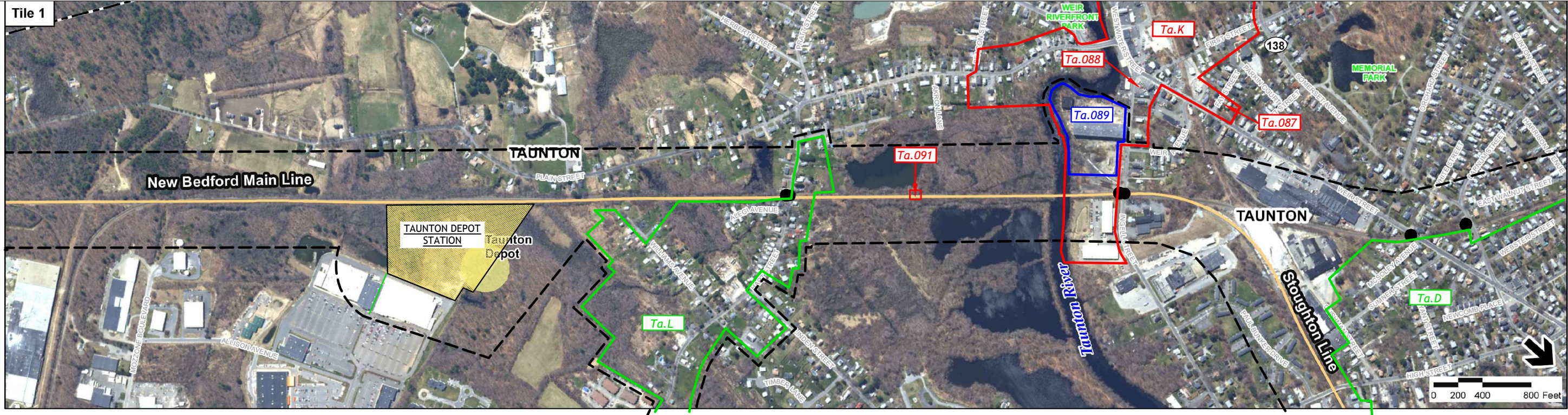
MassDOT

SOUTH COAST RAIL

Whittenton Branch

PAL

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



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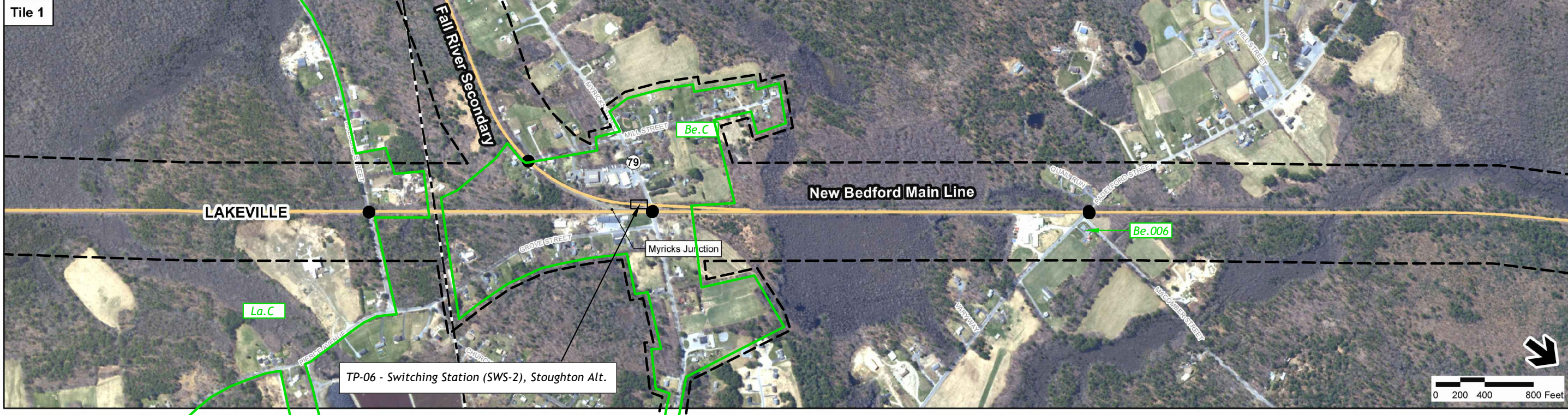
massDOT

New Bedford Main Line to Weir Junction

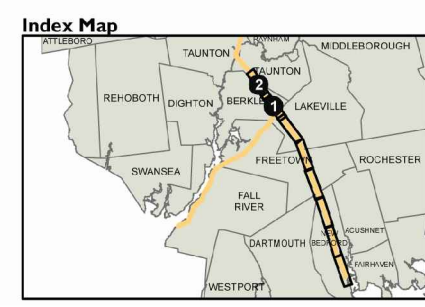
Source: MassGIS

Prepared by: Vanasse Hangen Brustlin, Inc.

Modified By: PAL January 2013



- Legend**
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Moving Massachusetts Forward.

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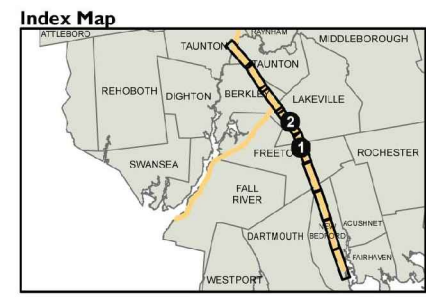
SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



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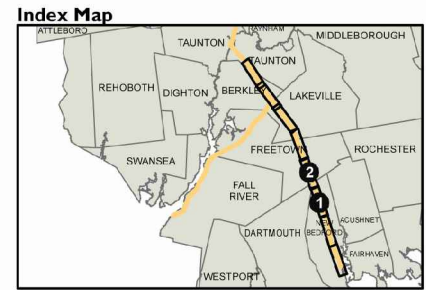
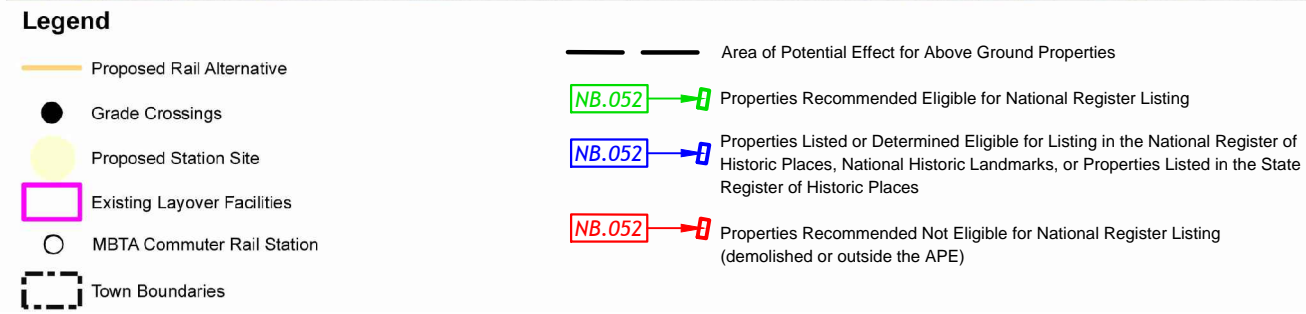
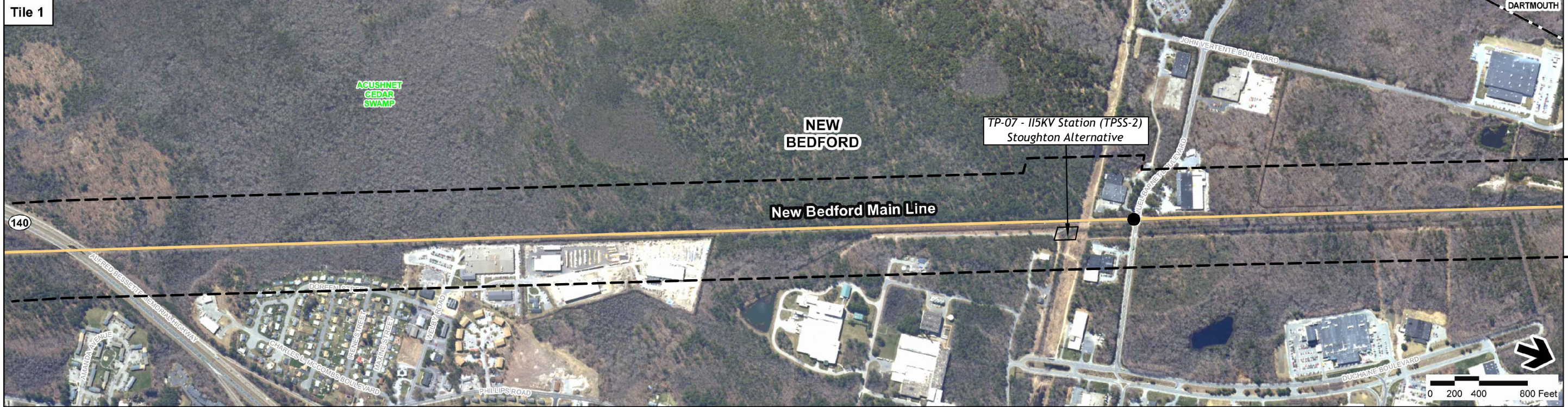
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SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

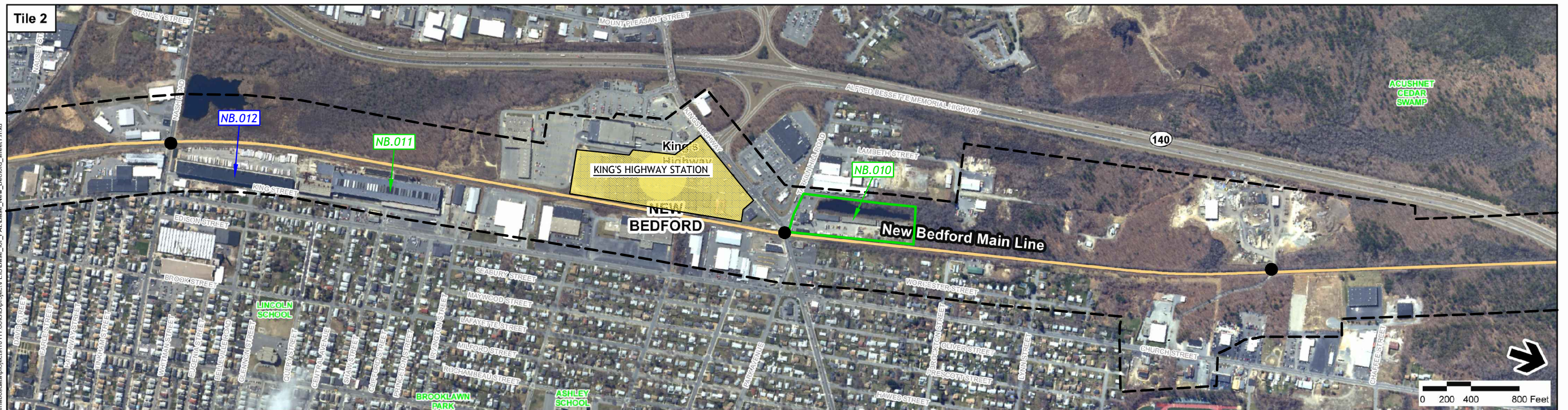
Source: MassGIS
 Prepared by: Vanasse Hangen Brustlin, Inc.
 Modified By: PAL January 2013



massDOT **SOUTH COAST RAIL**

New Bedford Main Line to Weir Junction

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
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Legend

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massDOT **SOUTH COAST RAIL**

New Bedford Main Line to Weir Junction

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013

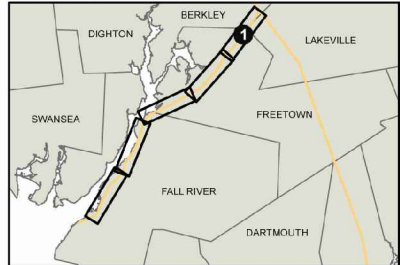


Tile 1

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Moving Massachusetts Forward

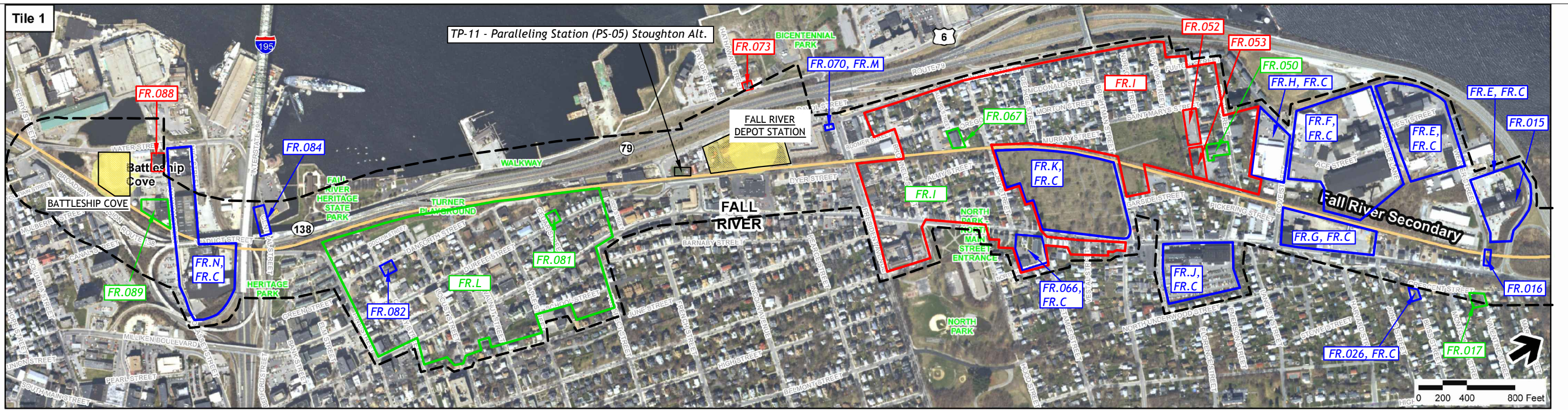
massDOT

SOUTH COAST RAIL

SCR

Fall River Secondary to Myricks Junction

Source: MassGIS
 Prepared by: Vanasse Hangen Brustlin, Inc.
 Modified By: PAL January 2013



Legend

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massDOT **SOUTH COAST RAIL**

Fall River Secondary to Myricks Junction

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013

Appendix C-15. Historic Intensive Survey.

APPENDIX D

Photographs of National Register Listed and Determined Eligible Properties

*Photo source = www.bing.com December 2012



Photo 1.* Map No. Ca.H Canton Center Area, Canton



Photo 4. Map No. St.023 Stoughton Town Hall, Stoughton



Photo 2. Map No. Ca.006 Canton Public Library, Canton



Photo 5. Map No. St.025 Stoughton Old Colony Railroad Station, Stoughton



Photo 3. Map No. Ca.007 Forge Pond Railroad Bridge, Canton



Photo 6. Map No. St.026 Lucius Clapp Memorial Library, Stoughton



Photo 7. Map No. Ea.B North Easton Historic District, Easton



Photo 10. Map No. Ta.G Whittenton Mill Complex, Taunton



Photo 8. Map No. Ea.D H.H. Richardson Historic District, Easton



Photo 11. Map No. Ta.S, Ta.R Taunton State Hospital Historic District, Taunton (Massachusetts State Hospitals and State Schools MPS)



Photo 9. Map No. Ea.003, Ea.B, Ea.D Old Colony Railroad Station, Easton



Photo 12.* Map No. Ta.018, Ta.C, Ta.B Dean-Hartshorn House, Taunton



Photo 13. Map No. Ta.019, Ta.C, Ta.B Old Colony Railroad Station, Taunton



Photo 16.* Map No. Ta.022, Ta.C, Ta.B Theodore Dean House, Taunton



Photo 14. Map No. Ta.020, Ta.C, Ta.B William Woodward House, Taunton



Photo 17.* Map No. Ta.023, Ta.C, Ta.B C.J.H. Bassett House, Taunton



Photo 15. Map No. Ta.021, Ta.C, Ta.B Charles R. Atwood House, Taunton

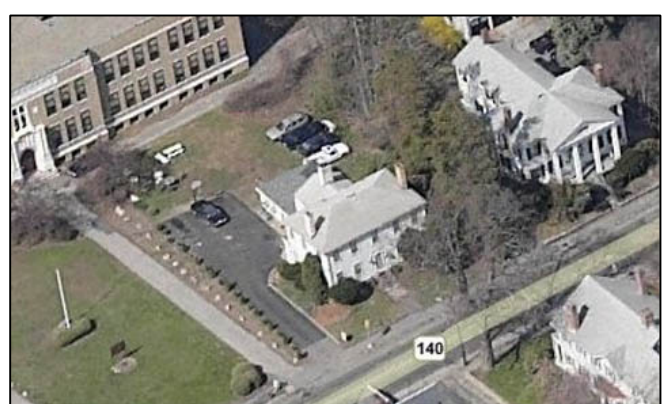


Photo 18.* Map No. Ta.028, Ta.C, Ta.B Abiezar Dean House, Taunton



Photo 19. Map No. Ta.029, Ta.C, Ta.B Neck of Land Cemetery, Taunton



Photo 22. Map No. Ta.208, Ta.C Saint Thomas Episcopal Church, Taunton



Photo 20. Map No. Ta.089 Cohannet Mills #3, Taunton



Photo 23. Map No. Ta.209, Ta.C McKinstrey House, Taunton



Photo 21. Map No. Ta.181, Ta.C, Ta.T N.S. Mason House, Taunton



Photo 24. Map No. Ta.211, Ta.C Henry G. Brownell House (Elk's Lodge No. 150), Taunton



Photo 25. Map No. Ta.245, Ta.C Lord-Baylies-Bennett House (Taunton Masonic Lodge), Taunton



Photo 28. Map No. Ta.259, Ta.C, Ta.V Sarah A. Haskins House, Taunton



Photo 26. Map No. Ta.246, Ta.C Samuel Washburn House, Taunton



Photo 29. Map No. Ta.262 Mount Pleasant Cemetery, Taunton



Photo 27. Map No. Ta.254, Ta.C Samuel Colby House, Taunton



Photo 30. Map No. Ta.266, Ta.C J.C. Bartlett House, Taunton



Photo 31.* Map No. Ta.293, Ta.C Albert Field Tack Works, Taunton



Photo 32. Map No. Ta.294, Ta.C, Ta.D H.B. Lothrop Store, Taunton



Photo 33. Map No. Ta.309, Ta.C William Lawrence House, Taunton



Photo 34.* Map No. Ft.D Assonet Historic District, Freetown



Photo 35. Map No. Ft.009 Richmond Road / Maple Tree Crossing Bridge, Freetown

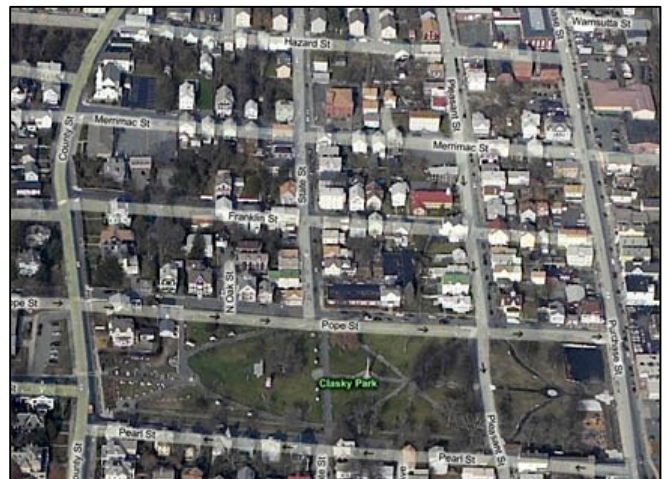


Photo 36.* Map No. NB.C Acushnet Heights Historic District, New Bedford



Photo 37. Map No. NB.D Wamsutta Mills Historic District, New Bedford



Photo 40. Map No. NB.065 Dawson Building, New Bedford



Photo 38. Map No. NB.012 Belleville Warehouse Company Cotton Storage Building, New Bedford



Photo 41. Map No. FR.E, FR.C Border City Mills, Fall River



Photo 39. Map No. NB.063 Union Street Railway Car barn, New Bedford



Photo 42. Map No. FR.F, FR.C Sagamore Mill Nos. 1 and 3



Photo 43. Map No. FR.G, FR.C Sagamore Mill No. 2, Fall River



Photo 46. Map No. FR.K, FR.C North Burial Ground, Fall River



Photo 44.* Map No. FR.H, FR.C Foster Spinning Company, Fall River



Photo 47. Map No. Map No. FR.M Diners of Massachusetts, Fall River



Photo 45.* Map No. FR.J, FR.C Narragansett Mills, Fall River



Photo 48. Map No. FR.N, FR.C American Printing Company - Metacomet Mill, Fall River



Photo 49. Map No. FR.005, FR.C William Collins House, Fall River



Photo 52. Map No. FR.012, FR.C Squire William B. Canedy House, Fall River



Photo 50. Map No. FR.006, FR.C North Christian Congregational Church, Fall River



Photo 53. Map No. FR.015, FR.C Border City Mills - Mill #2, Fall River



Photo 51. Map No. FR.010, FR.C Borden-Winslow House, Fall River



Photo 54. Map No. FR.016 Weaver Street Bridge, Fall River



Photo 55. Map No. FR.026, FR.C Hathaway Brightman House, Fall River



Photo 58. Map No. FR.082 Lafayette-Durfee House, Fall River



Photo 56. Map No. FR.066, FR.C St. Joseph's Roman Catholic Church, Fall River



Photo 59. Map No. FR.084 Central Street Bridge over Quequechan River, Fall River



Photo 57. Map No. R.070, FR.M Al Mac's Diner, Fall River

APPENDIX E

Historic Properties Surveyed and Eligible, Forms and Evaluation Sheets

APPENDIX E-1

Areas
(*alphabetical by community*)

Forms in Preparation - To Be Inserted

APPENDIX E-2

Individual Properties
(*alphabetical by community*)

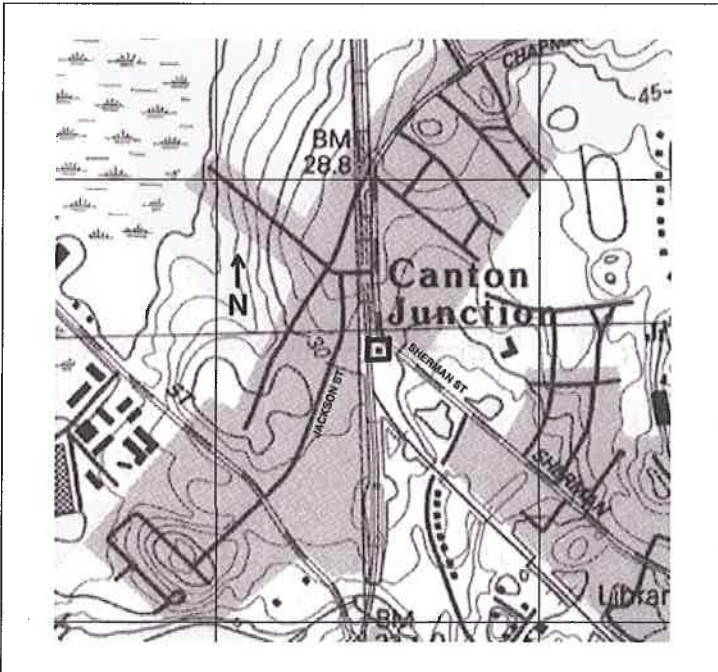
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

Norwood

CAN.104

Town/City: Canton

Place: (*neighborhood or village*): Canton Junction

Address: 666 Sherman Street

Historic Name: Canton Junction Railroad Station

Uses: Present: Transportation

Original: Transportation

Date of Construction: 1892-1893

Source: Gilbert 1893

Style/Form: Richardsonian Romanesque

Architect/Builder: Bradford Lee Gilbert

Exterior Material:

Foundation: Granite Block

Wall/Trim: Granite Block/Red Sandstone Trim

Roof: Slate Shingle

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): None

Condition: Good

Moved: no ☐ yes ☒ **Date:** Circa 2000

Acreage: Approx. 6 acres

Setting: The property is located at the southwest corner of Beaumont Street and Sherman Street within a primarily urban, commercial area. It stands immediately east of the Stoughton Line right-of-way at the point where it diverges from the Amtrak Northeast Corridor.

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December 2012

INVENTORY FORM B CONTINUATION SHEET

CANTON

666 SHERMAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.104

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION:**

The Canton Junction Railroad Station is a generally rectangular yet asymmetrical, one-story, six-bay by two-bay, stone Richardsonian Romanesque-style building constructed between 1892 and 1893. The building has a slate-clad hipped roof and rough-faced coursed granite ashlar walls with red sandstone trim around the windows and along the water table. The railroad station faces a large parking lot to the east and sits on a raised topography on a triangular-shaped, slightly sloping lot that is predominantly paved with a small area of grass, shrubbery, mulch immediately surrounding the building. The rail line, which runs north to south, passes beneath the building's canopy, which is attached to the western elevation. The hipped-roof canopy is of post and beam construction with diagonal and heavy knee bracing is attached to the western elevation of the building and extends to the north and south. Two rough-faced coursed granite ashlar chimneys pierce the roof at the northern and southern ends of the building. A large, hipped, three-bay dormer extends from the ridgeline on the facade with wood casement windows. Heavy wood knee bracing with granite pendants supports the wide overhanging roofline. The fenestration varies, with original window and door openings, including a prominent three-bay window on the facade. While select historic casement windows and lights with tracery are retained, the majority are non-historic single-pane windows. The building was restored in-kind in the late 21st century. Circa 2000, the building's location was modified to accommodate the Amtrak high-speed rail system. Originally located on the site of the present-day easternmost tracks, the building was moved slightly southeast and rotated 3 degrees clockwise.

HISTORICAL NARRATIVE

The Old Colony Railroad Corporation commissioned architect Bradford Lee Gilbert to design the Canton Junction Railroad Station. Built between 1892 and 1893, the building was constructed with pink granite quarried in Milford, Massachusetts, with brown stone trim and a yellow pine finish. The interior was finished with oak and white spruce. Total cost of the project, excluding heating, plumbing, and exterior concrete platforms, was just under \$89,000 (Gilbert 1893:12).

Bradford Lee Gilbert (1853-1911), a nationally-practiced architect based out of New York City, is best known for constructing perhaps the first skyscraper in New York, the Tower Building (1889). Starting out at the New York, Lake Erie, & Western Railroad company, Gilbert became "one of the country's most prolific railroad architects" (Munn & Company 1905:222; Withey 1970; Gray 2007). Shortly after construction of the Canton Junction Railroad Station, Gilbert's renderings of railroad stations were on display at the World's 1893 Colombian Exposition in a pavilion attached to Louis Sullivan's Transportation Building. A few historians suggest that these renderings may have inspired architect Frank Lloyd Wright in such buildings as the Winslow House (1893) located in River Forest, Illinois: "These small station renderings were proto-Prairie in their emphasis upon long low dominating hip roofs and their pronounced articulation" (Brooks 1972:234). Gilbert had designed two other railroad depots in Massachusetts, including the North Abington Depot in 1893 (MHC No. ABI.68) and the Beverly Depot in 1896 (MHC No. BEV.119).

The original railroad line was developed by Boston & Providence Railroad (B&P). Chartered in 1831, the B&P was New England's first viable common carrier railroad. The line was surveyed by prominent early American engineer Captain William Gibbs McNeill. Eleven different routes were laid-out between Boston and Providence, including one route that would run past Canton's Stone Factory. One of the two shortest in the Old Colony system, this route would cost \$40,000 more than its one-mile longer counterpart, which would run through Sharon. Though costly, this route was selected for construction, allegedly under the influence of Canton's Revere Copper Company (MHC No. CAN.B) owner Joseph Warren, who was Paul Revere's son. Construction began in Boston in 1832 and the first trains were operated to Dedham in June 1834. The line was extended to

INVENTORY FORM B CONTINUATION SHEET

CANTON

666 SHERMAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.104

Canton the following September, and to Providence in 1835 after the completion of the massive granite Canton Viaduct (Karr 1995:146–152).

By 1856, Canton station was the busiest office outside of Boston and Providence. In 1888, the B&P was taken over by the Old Colony Railroad. The B&P line became part of the New Haven's "Shoreline" passenger main line through Rhode Island and along the Connecticut Coast to New York City. The Penn Central took over the New Haven in 1969. In 1971, Amtrak took over intercity operations on the Shoreline, which became part of the Boston to Washington, DC, Northeast Corridor. In 1973, the MBTA purchased the Massachusetts portion of the Northeast Corridor. Today the MBTA operates commuter rail service between Boston and Providence on this section (Viens 1993; Karr 1995:146–152).

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INVENTORY FORM B CONTINUATION SHEET

CANTON

666 SHERMAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.104

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Canton Junction Railroad Station is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C for its associations with transportation and community development and as an excellent and intact example of a late-nineteenth-century Romanesque-style railroad station design by a prominent, United States railroad station architect, Bradford Lee Gilbert. Restored and then moved across the Stoughton Line tracks circa 2000, the property also meets National Register Criteria Consideration B as it retains its relationship between the property and the rail right-of-way, its historical associations, and its historic features that convey its architectural values as a railroad station.

INVENTORY FORM CONTINUATION SHEET

CANTON

REVERE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.935

Prepared by PAL, December 2012

This continuation sheet was prepared by PAL, December 2012, as a supplement to the existing inventory form.

ARCHITECTURAL DESCRIPTION

The Revere Copper Company Railroad Embankment (CAN.935) has had no changes to its condition or integrity since the previous survey. The earth and stone structure is located in a wooded area south of Canton Junction, west of Revere Street, between the rights-of-way of the Massachusetts Bay Transportation Authority (MBTA) Stoughton Line and the combined MBTA Amtrak's Northeast Corridor. It is an approximately 1,000 foot long, linear earth railroad roadbed constructed in cuts and fills. A split granite box culvert bisects the roadbed. The railroad track and sleepers have been removed.

HISTORICAL NARRATIVE

The Revere Copper Company Railroad was a captive right-of-way for its namesake company and carried horse-drawn freight until about 1890. As constructed, it was connected to Amtrak's Northeast Corridor (originally the Boston & Providence Railroad). In 1890, the route was shifted east onto a new alignment that connected with the Stoughton Line right-of-way, leaving the 1835 structure abandoned. The Revere Copper Company Railroad is one of the earliest such structures to be completed in New England and may have only been the second captive railroad in the Commonwealth of Massachusetts. With its density of population and industrial activity, the state was an early adopter of the new transportation mode. The first example was the horse-drawn Quincy Granite Railway, completed 1826 in Quincy to support construction of the Bunker Hill Monument. Steam-powered railroads followed soon after, including the Boston & Lowell Railroad, and the Boston & Providence Railroad, and the Boston & Worcester Railroad, all completed in 1835. These corporations spurred a railroad construction boom that had spread across most of southern New England after the Civil War. Industry-owned, captive railroads such as the Revere Copper Company's were less common than intercity carriers that served the general public. Excepting the Quincy Granite Railway, which was a precedent-setting endeavor that proved the viability of rail transport to a broad audience; such captive rail lines played a minor role in the promulgation of railroad transportation in the state and would not generally be significant under Criterion A in the area of transportation. The Revere Copper Company Railroad is unusual because of its exceptionally early age relative to the general period of railroad construction in the state. It demonstrates structural and design features that represent one of the earliest attempts at railroad engineering in the state. Because it was a captive line not subject to frequent modifications, the survival of these qualities is enhanced. The removal of the track and ties has impacted the structure's integrity, but this is offset by the scarcity of unaltered railroad rights-of-way from this period of construction (Karr 1995:14-16, 146-152; 229-235; Krim 2006; Matherly 1973).

INVENTORY FORM CONTINUATION SHEET

CANTON

REVERE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.935

BIBLIOGRAPHY and/or REFERENCES

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LOCUS MAP



INVENTORY FORM CONTINUATION SHEET

CANTON

REVERE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.935



TimesNewRoman 11 caption



Times 11 caption

INVENTORY FORM CONTINUATION SHEET

CANTON

REVERE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.935

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☐ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI. December 2012
The criteria that are checked in the above sections must be justified here.

The Revere Copper Company Railroad Embankment is recommended eligible for listing in the National Register under Criteria C at the local level in the area of engineering. The structure is significant as a rare surviving example of relatively unaltered railroad construction from the first generation of New England rail lines and demonstrates early approaches to the design of these transportation systems.

FORM F - STRUCTURE

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's number

26-94

USGS Quad

Norwood

Area(s)

Form Number

935

Town Canton

Place (neighborhood or village) Canton Junction

Address or Location Revere St.

Property Revere Company Railroad

Ownership ☐ Public ☒ Private

Type of Structure (check one):

- | |
|---------------------------------------|
| <input type="checkbox"/> powderhouse |
| <input type="checkbox"/> carousel |
| <input type="checkbox"/> boat or ship |
| <input type="checkbox"/> street |
| <input type="checkbox"/> tower |
| <input type="checkbox"/> wall |
| <input type="checkbox"/> windmill |
| <input type="checkbox"/> tunnel |

Other (specify) railroad embankment

Date of Construction 1835

Source deeds and maps

Architect, Engineer or Designer unknown

Material(s) earth and cut granite

Alterations (with dates) abandoned 1890

Condition fair

Moved ☒ no ☐ yes Date

Acreage 33.7 acres

Setting abandoned railroad in

overgrown woodland

Recorded by Arthur Krim

Organization Canton Hist. Commission

Date (month/year) July 2006

RECEIVED

JUL 19 2006

MASS. HIST. COMM

STRUCTURE FORM

DESIGN ASSESSMENT ☒ *see continuation sheet*

Describe important design features and evaluate in terms of other structures within the community.

HISTORICAL NARRATIVE ☒ *see continuation sheet*

Explain the history of the structure, and how it relates to the development of the community.

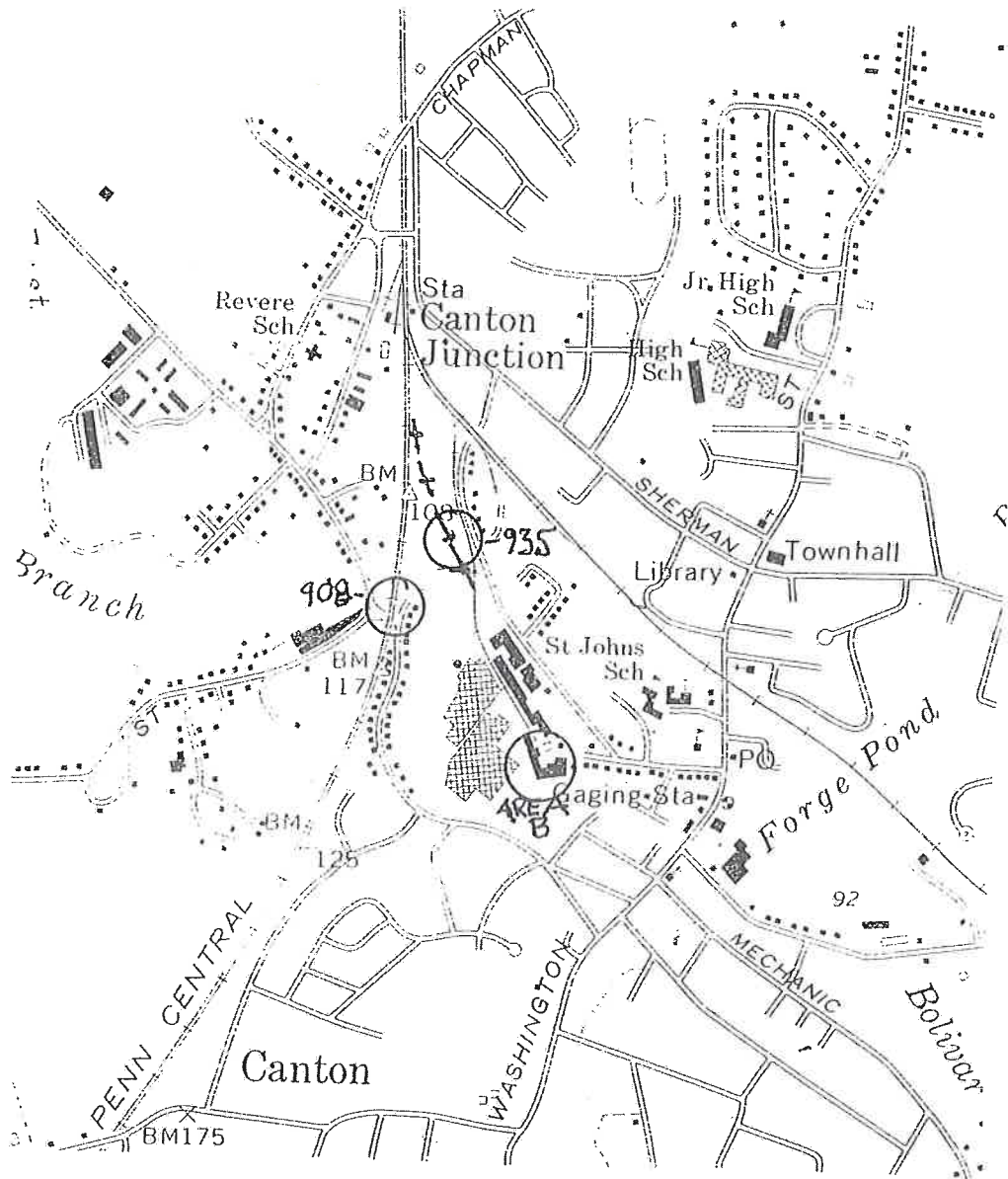
BIBLIOGRAPHY and/or REFERENCES ☒ *see continuation sheet*

☒ Recommended for listing in the National Register of Historic Places. *If checked, you must attach a completed National Register Criteria Statement form.*

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
10 MORRISSEY BOULEVARD
DOSTON, MASSACHUSETTS 02125

Canton	Revere St.
Area(s)	Form No.
	935

LOCATION MAP



USGS. Norwood. 1970.
(Enlarged)

INVENTORY FORM CONTINUATION SHEET

Town
Canton Revere St.

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Area(s)	Form No.
	935

DESIGN ASSESSMENT

The former roadbed of the Revere Copper Company railroad on the west side of Revere Street was constructed in 1835 by the Revere Copper Company (RCC) to connect the Revere Copper Company (CAN.AREA B) with the Boston & Providence (AMTRACK) Railroad at Canton Junction. The former roadbed follows an alignment of approximately 1000 feet north/south as an earthen embankment on the west side of Revere Street, parallel to the present railroad track. The embankment is raised about four feet above grade and is canted on both sides with a level roadway about five feet wide for a single track railroad, now removed. A simple granite stone culvert remains intact, opposite 295 Revere Street, as the single surviving feature of the roadbed from the original 1835 construction. The RCC railroad was operated as a horse drawn freight spur from 1835-1890, when the northern section of the route was replaced by the present railroad track. After 1890 the raised embankment to Canton Junction was abandoned, with the track relocated by a new alignment along Revere Street (Canton Journal 1890). The southern section of the original 1835 roadbed at grade level remained in service to the RCC factory site (now Plymouth Rubber Company) along the level right of way, still intact with railroad track. The northern section of the original 1835 embankment at Canton Junction was eliminated in 2000 with rebuilding of the parking area at Canton Junction for high speed service over the Canton Viaduct (CAN.908). The RCC railroad remained active until 2002 when freight service was discontinued. The former railroad roadbed of the Revere Copper Company is of great interest as a rare surviving structure from the first generation of Boston area railroads opened in 1835, intact with a granite culvert along Revere Street.

Canton Revere St.

Area(s)

Form No.

935

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

HISTORICAL NARRATIVE

The former roadbed of the Revere Copper Company (RCC) railroad on the west side of Revere Street is dated 1835 by deed research, local histories and maps. The original route of the RCC railroad extended south from the Boston & Providence (AMTRACK) Railroad at the Canton Viaduct (CAN.908) and Canton Junction approximately 2000 feet south to the RCC at 104 Revere Street (CAN.AREA B), now Plymouth Rubber Company. Of this length, approximately 1000 feet was built on a raised embankment as the subject of this survey, the remaining 1000 feet at grade level to the RCC site along Revere Street. The RCC railroad is dated to August 1835 by a deed (Norfolk 107-211) from Catherine Hartwell to RCC for the right of way for a "Branch Rail Road" of the Revere Copper Company to the Boston & Providence Railroad (B&P). The B&P had opened service from Boston to the unfinished Canton Viaduct (CAN.908) in September 1834, and through service over the completed Viaduct on 28 July 1835 (Harlow 1946:110-12). Thus, the Hartwell deed of August 1835 confirms the RCC railroad was built by August 1835, after the opening of the B&P in July 1835. It was likely constructed during the spring of 1835 with the work force from the Canton Viaduct, although no specific reference to the RCC railroad spur is cited by Harlow (1946) or Galvin (1987). The RCC railroad is first shown on the 1855 Map and depicted with a horsecar on the 1878 View. In 1890 the alignment of the RCC railroad was relocated east for a junction with the Stoughton Branch Railroad at Canton Depot (CAN.108), as steam engines replaced the original horsecars (Canton Journal 1890). The 1890 realignment thus abandoned the original 1835 embankment, except for the grade level portion along Revere Street to the RCC site, now Plymouth Rubber Company (PRC). The sale of the RCC to PRC in 1909 maintained the RCC railroad as an active freight spur. The original Revere Coach of ca.1835 survived after 1909 (Galvin 1987:30) and was shown in a photo by Burke (1947:19). It was reportedly donated to the Town of Canton (DiGiovani 2006), although no record of its location is known. The RCC railroad remained active until 2002 when freight service was transferred to motor trucks by PRC (DiGiovani 2006). The Revere Copper Company railroad is of great historic value as an original surviving railroad embankment from the first period of Boston area railroad construction in 1835, among the oldest intact railroad trackways from the early New England railroad era.

INVENTORY FORM CONTINUATION SHEET

Town

Property Address

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
20 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Canton Revere St.	
Area(s)	Form No.
	935

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Canton Revere St.

Area(s)

Form No.

935

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125



Revere Railroad
Looking North
1835 RR Bed-Lft.
1890 RR Track-Rt.



Revere Railroad
Looking West
1835 Embankment
Culvert-Center
Canton Viaduct)
(Mid-Horizon)



Revere Railroad
Looking North
1835 Embankment

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JUL 19 2006

MASS. HIST. COMM

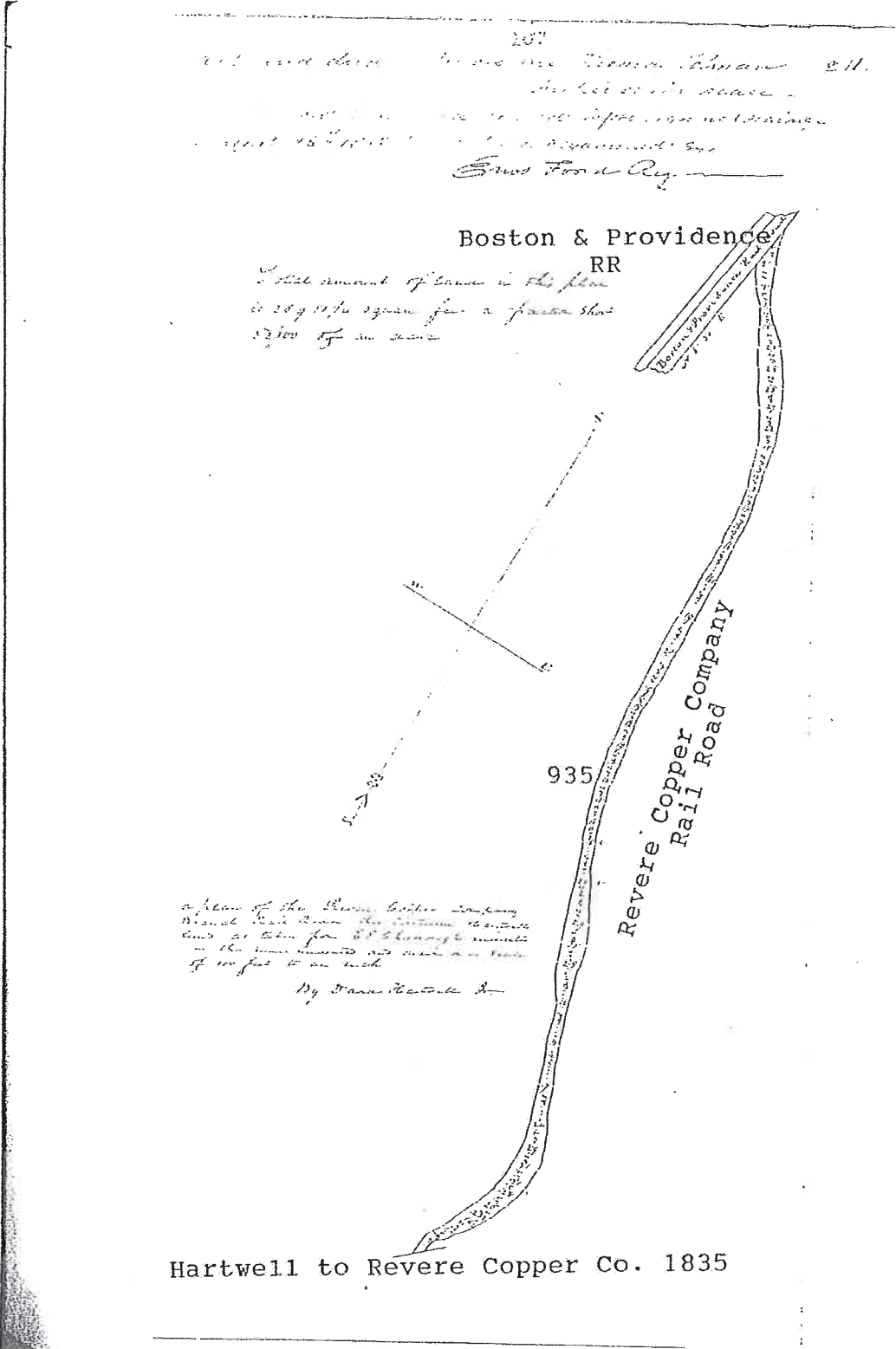
MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
120 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Canton

Revere St.

Area(s)	Form No.
	935

ARCHIVE DEED PLAN



Canton Revere St.

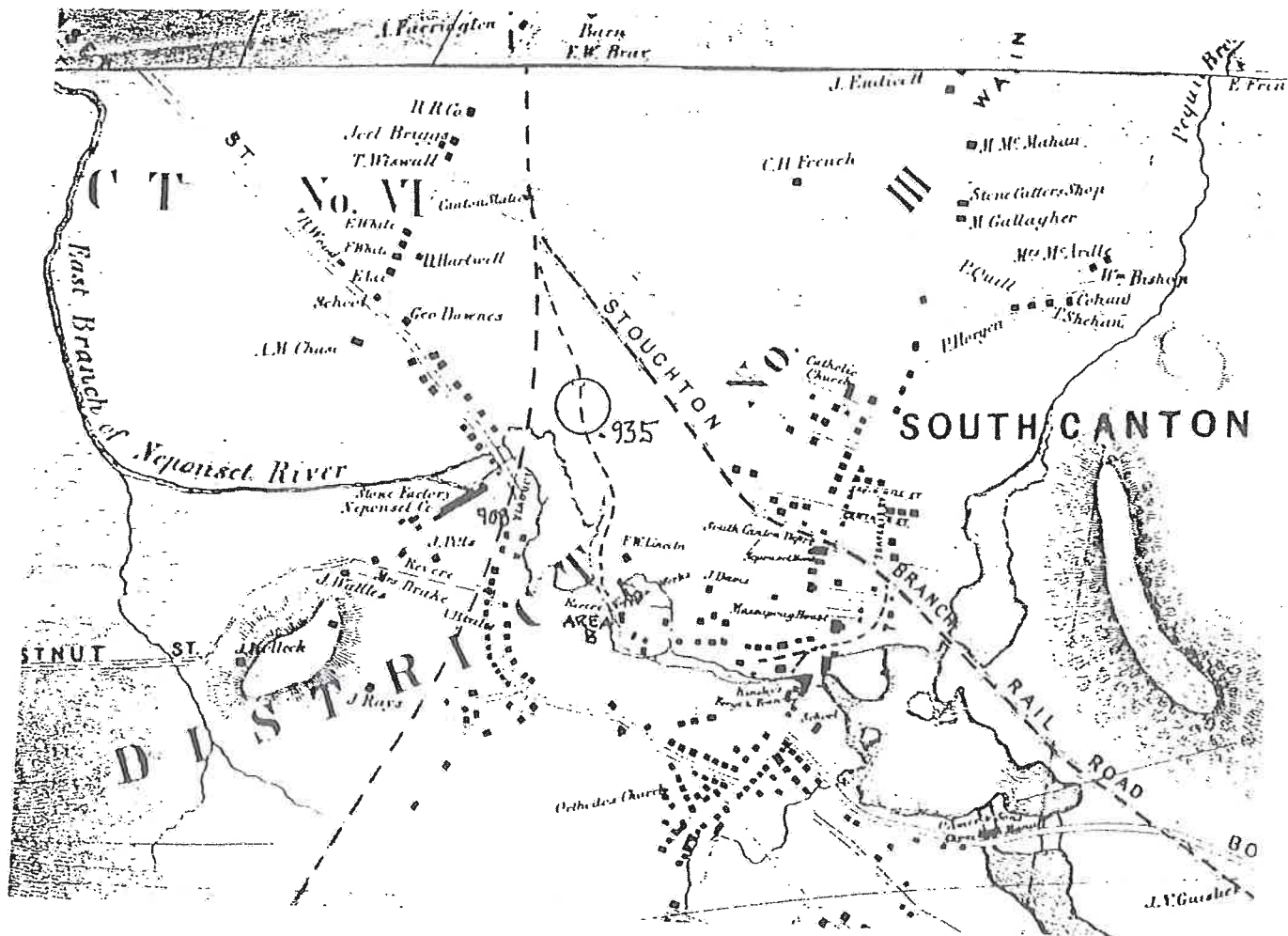
Area(s)

Form No. _____

935

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

ARCHIVE MAP A



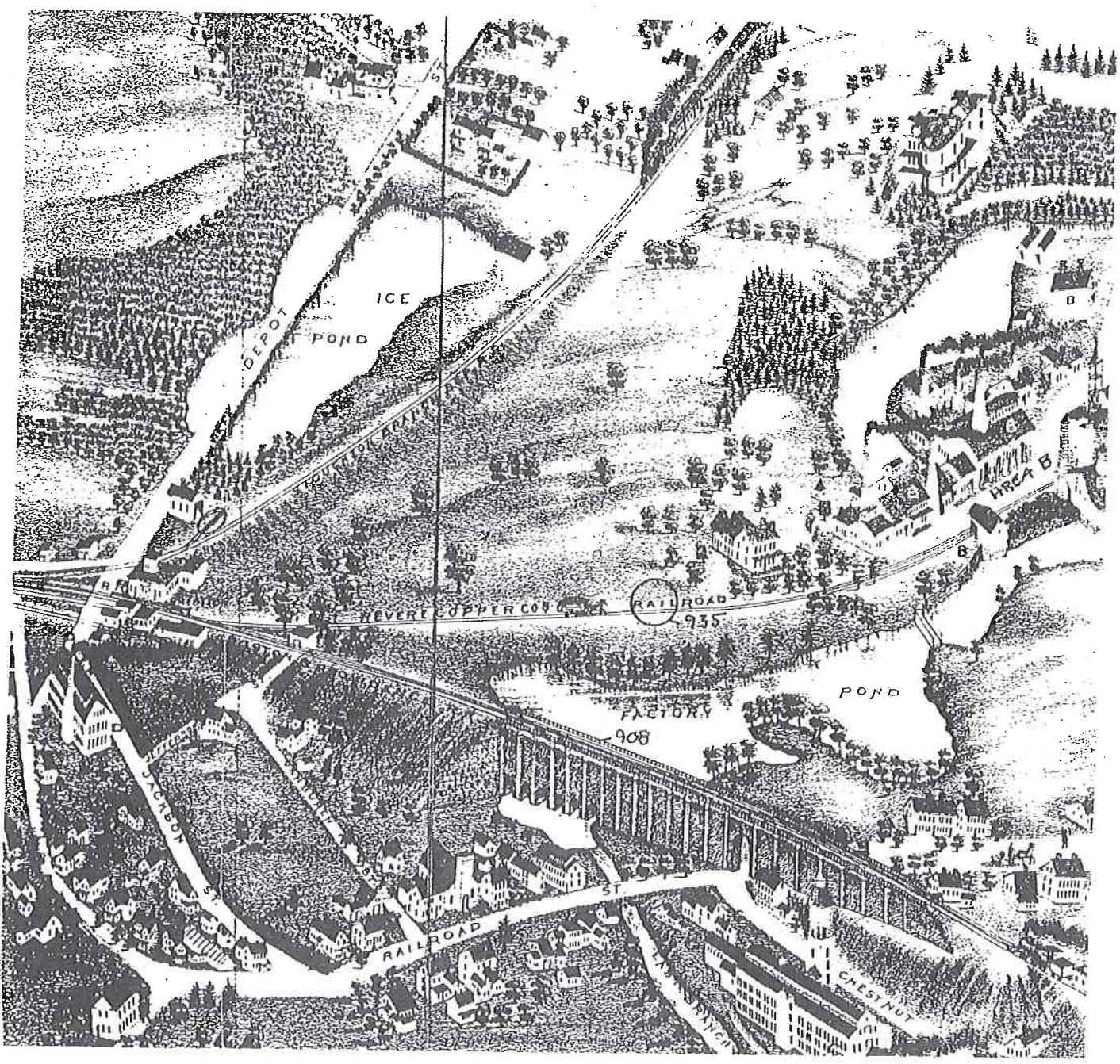
Map of Canton
H.F. Walling
1855

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
120 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Canton Revere St.

Area(s)	Form No.
	935

ARCHIVE MAP B



Revere RR Horsecar
View of Canton
Bailey & Hazen
1878

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Community Property Address
Canton Revere St.

Area(s)	FormNo.
	935

National Register of Historic Places Criteria Statement Form

CD

Check all that apply:

- ☒ Individually eligible ☐ Eligible only in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☐ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Arthur Krim
The criteria that are checked in the above sections must be justified here.

The former roadbed of the Revere Copper Company (RCC) railroad was constructed in 1835 as a freight spur from Canton Depot (now Canton Junction MBTA) to the RCC works in Canton Center. The roadbed follows a north/south alignment approximately 2000 feet from the main line of the Boston & Providence (AMTRACK) Railroad at the Canton Viaduct (CAN.908). The north section of 1000 feet is constructed as a raised embankment for a single track railroad with a surviving stone culvert. The south section is located at grade level with railroad track intact. Documentation of the roadbed is confirmed by an 1835 deed from Catherine Hartwell to the RCC for the right of way. The RCC railroad was operated as a horse drawn railroad with a private coach for the Revere family. In 1890 a new alignment was located east of the embankment, leaving the grade level section intact. The RCC spur was sold in 1909 to the Plymouth Rubber Company and remained in active service until 2002. The former roadbed of the Revere Copper Company railroad is recommended for National Register Consideration under Criterion C as a rare surviving railroad right of way from the first generation of New England railroad construction in 1835.

INVENTORY FORM CONTINUATION SHEET

CANTON

40 Pine Street

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.366

Prepared by PAL, December 2012

This continuation sheet is a supplement to the existing inventory form.

ARCHITECTURAL DESCRIPTION (Continued)

The Canton Water Works (CAN.366) has had no changes to its condition or integrity since the previous survey. The building is a Romanesque Revival style brick structure with a cross-hipped slate roof, brick walls, and a granite foundation. It exhibits the characteristic elements of the Romanesque Revival style its form, Roman arch doors and windows, and ornamentation that relies on mixtures of polychrome cast terra cotta, brick, and granite masonry for decorative effect.

HISTORICAL NARRATIVE (Continued)

Completed in 1888 as a steam-powered pumping station, the facility supplied water for consumption and fire suppression throughout central Canton and thus supported the city's urbanization and industrialization in the late nineteenth and early twentieth centuries. Although converted to electric pumps in the twentieth century, the structure retains features associated with its role as a water supply facility, including the newer electric pumps and associated piping, operational water meters, and an external brick water tank. It retains its original fenestration and entries behind plywood panels. A prefabricated, Butler-type, steel garage that serves as the Town of Canton Water Division Storage Facility has been recently added to the parcel about 30 feet southeast of the Water Works. The property is in fair condition (Canton Historical Society n.d.; Commonwealth of Massachusetts 1890; State Board of Health 1890:93).

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INVENTORY FORM CONTINUATION SHEET

CANTON

40 Pine Street

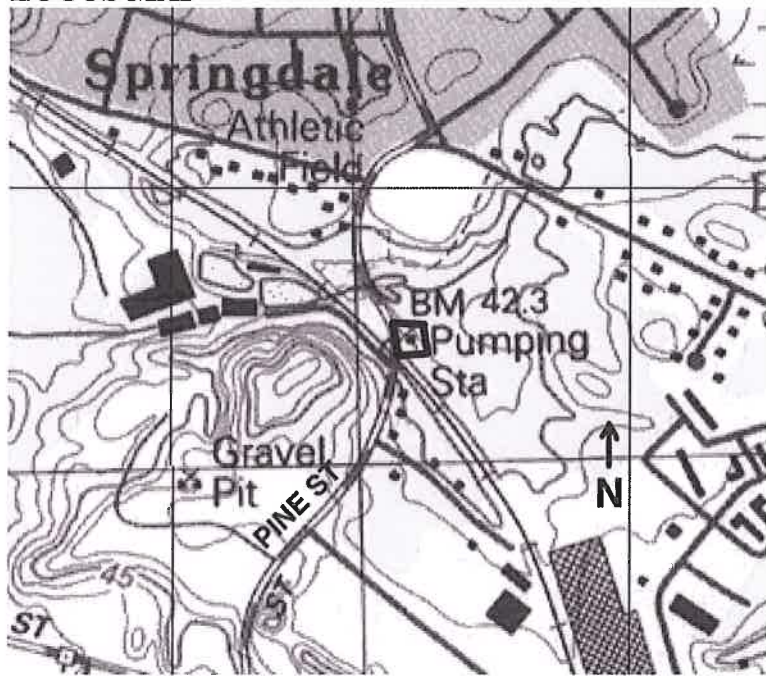
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.366

LOCUS MAP



INVENTORY FORM CONTINUATION SHEET

CANTON

40 Pine Street

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.366



Canton Water Works looking southeast from Pine Street.



Canton Water Works looking east from Pine Street.

INVENTORY FORM CONTINUATION SHEET

CANTON

40 Pine Street

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.366

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI. December 2012

The criteria that are checked in the above sections must be justified here.

The Canton Water Works is recommended eligible for listing in the National Register at the local level under Criteria A and C in the areas of Community Planning and Development, Architecture, and Engineering. Under Criterion A, the building is associated with the establishment of Canton's municipal water supply, which contributed significantly to the community development of Canton during the late nineteenth century. Under Criterion C, the building is significant for its engineering as an intact surviving example of a late-nineteenth-century municipal water pumping station and is significant architecturally as an excellent example of the Romanesque Revival style in the town of Canton.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's Number

USGS Quad

Area(s)

Form Number

58-92

Norwood

344

Town/City: Canton

Place: (*neighborhood or village*): Springdale

Address: 40 Pine Street

Historic Name: Canton Water Works

Uses: Present: Springdale Pumping Station offices

Original: steam pumping station

Date of Construction: 1888

Source: water reports, date stone

Style/Form: Richardson Romanesque/ pumping station

Architect/Builder: Whittker & Wright

Exterior Material:

Foundation: granite

Wall/Trim: brick/ copper-wood

Roof: slate

Outbuildings/Secondary Structures: water reservoir

Major Alterations (*with dates*):

Steam pumps removed ca. 1965

Condition: fair

Moved: no ☒ yes ☐ **Date:**

Acreage: 15 acres

Setting: suburban district- adjacent to commuter railroad

Recorded by: Arthur Krim

Organization: Canton Historical Commission

Date (*month / year*): June 2010

RECEIVED

JUN 25 2010

MASS. HIST. COMM

INVENTORY FORM B CONTINUATION SHEET

CANTON

40 PINE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	344
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3vv

☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.

The Canton Water Works at 40 Pine Street in Springdale was built in 1888 as the primary pumping station for the Canton Water Board by Whittker & Wright, engineers of Boston. The building is set directly on the ground with a granite stone sill and follows a central entrance plan of three bays, one story of brick, with a high hip slate roof and copper cornice, and dormer windows. The design is Richardson Romanesque Style, as seen in the arched entry door embossed "CANTON WATER WORKS," and the crested parapet with the date "1888," capped by carved finials. Other features include a splayed corbelled cornice and segmental arched windows. Originally a large chimney stack stood near the west façade, now replaced by a smaller stack. The original steam pumps and water works have been removed (ca. 1965) and the interior space is now used as offices. A large brick water tank (now in deteriorated condition) is built to the rear, with shallow base and domed roof that has replaced the original wood frame. A cast iron door is embossed "Canton Water Works 1888," More recently (ca. 1995) a storage garage for the Department of Public Works was built on the adjacent site at 44 Pine Street and now serves as the main office of the Water Department. The Canton Water Works is a notable late 19th century municipal building in Canton, with original exterior period features and renovated interior office space.

HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

The Canton Water Works at 40 Pine Street in Springdale is dated 1888 by the embossed date on the building and Canton Water Board reports. The planning for a town-wide water system was first proposed in 1882 through the Canton Board of Health with the creation of the Canton Water Act in 1885 for funding the project. The key individuals involved were Frederick Endicott, Frank Ames and Charles Galligan with the formation of the Canton Water Commission in August 1887. The original site for the main pumping station was first proposed on the Stoughton Turnpike (Route 138) in October 1887, but reconsidered for a site in Springdale along the Stoughton Ranch Railroad and Beaver Meadow Brook in late October 1887. In December 1887, the steam pumping equipment was ordered and arrived on site through Whittker & Wright of Boston, the designing engineers. Evidently, the Springdale Pumping Station was designed by a staff member at Whittker & Wright, without direct mention in the Water Board reports. The building was completed during 1888, with the date embossed above the entrance as "CANTON WATER WORKS 1888," although the site is not shown on the 1888 Atlas. The first water pipes were laid in May 1888 and evidently the first system was in operation by the end of the year, although no specific date is cited in the town reports. The Springdale Pumping Station continued to function as the primary water facility in Canton through the mid-20th century, with the original steam equipment replaced by electricity ca. 1965 and the building converted to offices ca. 1995 (Renquist 2010). The original water tank remains in place behind the main building with feeder pipes from the adjacent artesian springs to the south of the site. The Canton Water Works is notable as an important late 19th century municipal building in Canton, originally the Springdale Pumping Station, now converted offices for the Canton Water Department.

BIBLIOGRAPHY and/or REFERENCES

Atlas of Norfolk County. Boston: E. Robinson, 1888.
Canton Water Board. Canton: by the town, 1885-1891.
Renquist, R. Site visit with A. Krim, 27 May 2010.
Roche, J. Telephone conversation with A. Krim, 26 May 2010.

INVENTORY FORM B CONTINUATION SHEET

CANTON

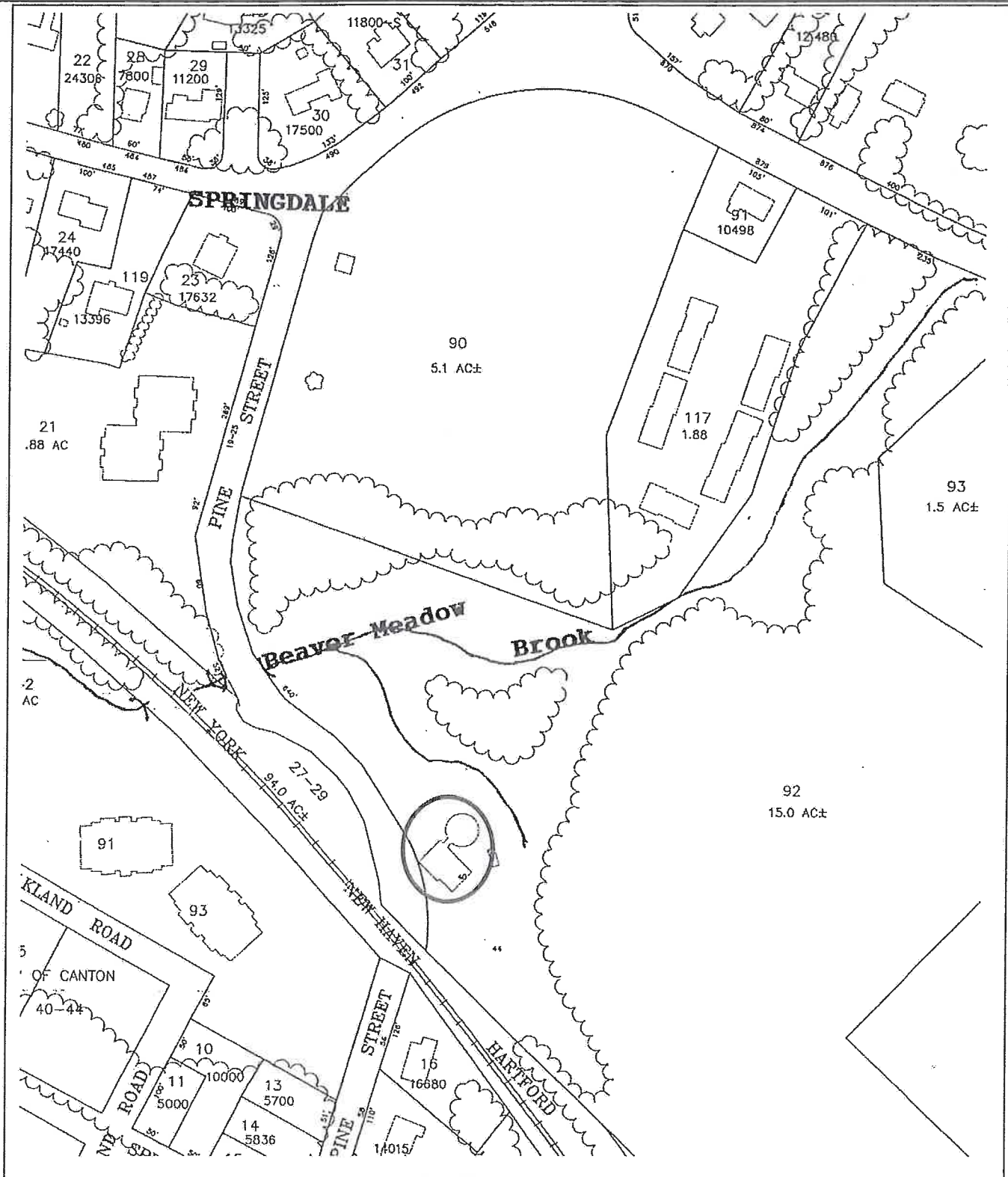
40 PINE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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300



Canton Assessors' Map Sheet 58, provided by the City of Canton. Image cropped and resized (proportions constrained), with red circle added to indicate building.

INVENTORY FORM B CONTINUATION SHEET

CANTON

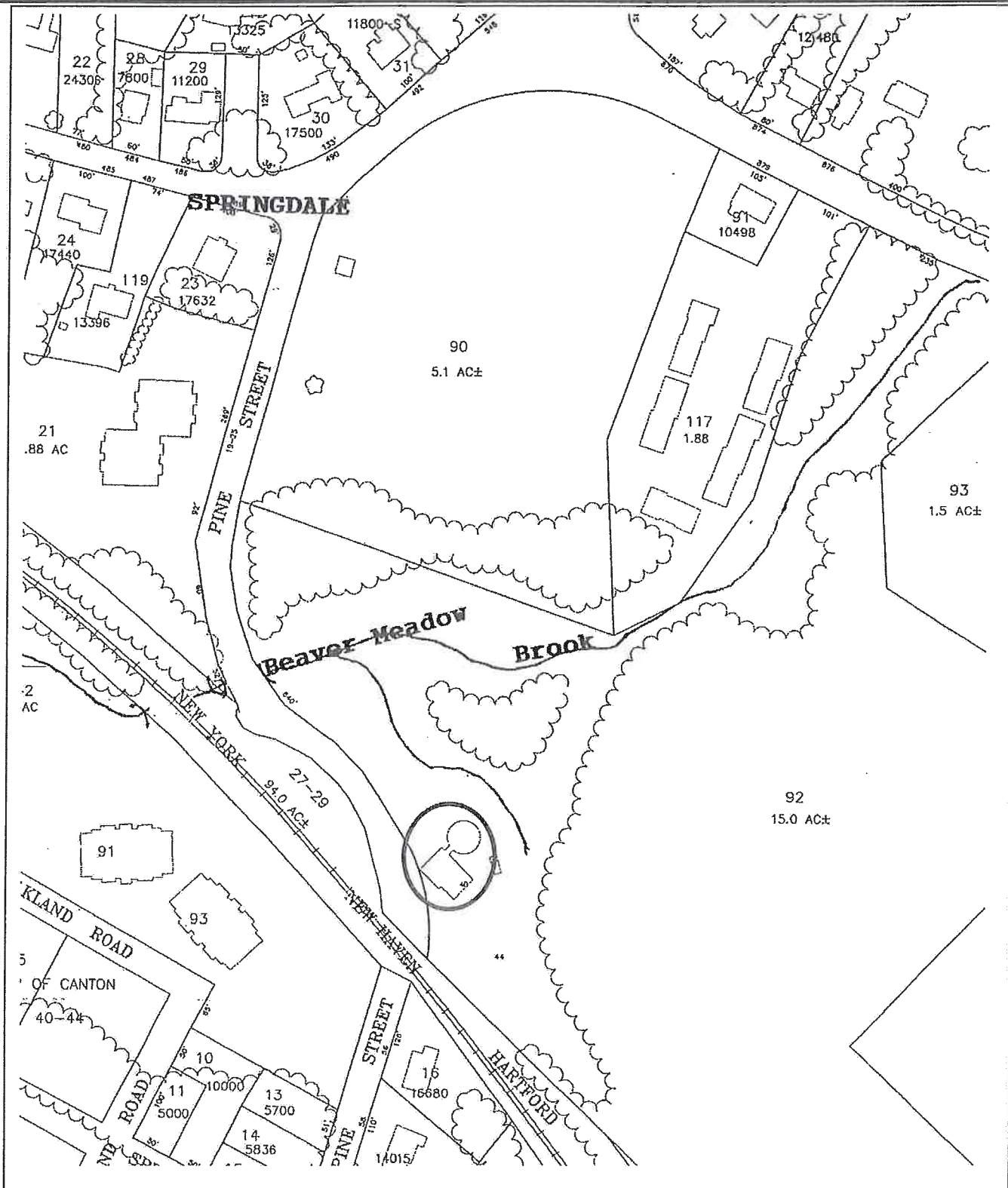
40 PINE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Canton Assessors' Map Sheet 58, provided by the City of Canton. Image cropped and resized (proportions constrained), with red circle added to indicate building.

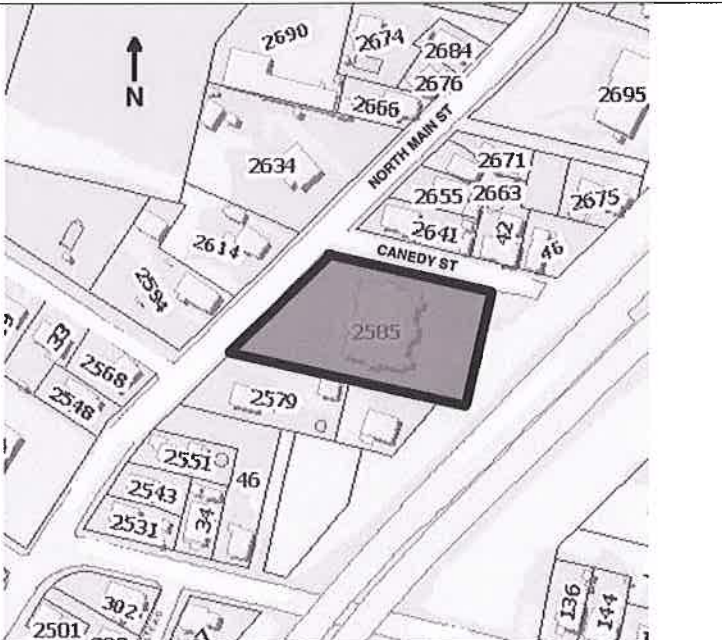
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number	USGS Quad	Area(s)	Form Number
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	Fall River		
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Town/City: Fall River

Place: (*neighborhood or village*):

Address: 2585 North Main Street

Historic Name: William J. Wiley Middle School

Uses: Present: Vacant

Original: Institutional

Date of Construction: 1910-1911

Source: Fall River Public Schools 1911

Style/Form: Classical Revival

Architect/Builder: Unknown

Exterior Material:

Foundation: Brick

Wall/Trim: Brick/Brownstone Trim

Roof: Unknown – Not Visible

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): None

Condition:

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.997

Setting: The property is located along a major thoroughfare in a mixed residential and commercial community within the North Main Street Area. The building is approximately 500 feet east of the Fall River Secondary right-of-way.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

2585 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The William J. Wiley Middle School is a rectangular, two-story, five-bay by two-bay, flat-roofed, steel and concrete structure building sheathed in red brick and brownstone trim constructed in the Classical Revival style between 1910 and 1911. The building sits on a slightly sloping landscape with a concrete retaining wall and chain-link fence. The property is dotted with plantings and mixed coniferous trees. An entablature extends around the entire building, with a molded copper cornice, brick frieze, and a brownstone taenia. The building is characterized by one-story and full-height bays on all elevations, including a prominent full-height recessed bay on the west-facing facade, full height bays on the north and south elevations, and a single-story bay window on the east elevation. The centered main entrance, set within the recessed bay, is a character-defining feature with a full brownstone entablature, including a brownstone nameplate set in brick with "WILLIAM J. WILEY SCHOOL" in raised lettering and large carved flanking scrolls, and Doric pilasters. A brownstone staircase leads up to a rounded arched brick doorway with a brownstone keystone. Flanking recessed rounded-arch brick bays with brownstone sills mimic the door surround. Fenestration is regular, with rectangular-shaped, one-over-one sash, non-historic, brownstone-trimmed, ribboned windows. Historic basement windows are intact, with six-pane casements. All doors consist of non-historic aluminum double doors. Two small concrete masonry wall sheds extend from the east elevation with non-historic aluminum pedestrian doors.

HISTORICAL NARRATIVE

The William J. Wiley Public School was constructed between 1910 and 1911 as a nine-room Classical Revival style school in a lightly residentially developed area. Named after a long-time president and member of the Fall River Board of Aldermen, the school officially opened on September 23, 1911. Students came from the Steep Brook, Border City and Borden Schools. It accommodated approximately 260 students in levels Kindergarten through Eighth Grade, with a staff of ten (Beers 1871; Everts & Richards 1895; Sanborn Map Company 1933; Fall River Public Schools 1911:22).

The William J. Wiley School was one of the first new wave of schools to be constructed during a period of educational expansion in Fall River. It was built at a time when the majority of institutional properties constructed were ecclesiastical. During the Late Industrial Period (1870-1915), Fall River experienced extensive residential development, with a high style residential district extending northward from Highland Street. School system administrators began to identify a need for updated educational buildings within the city to address an issue of overcrowded classrooms. School buildings that shortly followed suit included the Hamlet Street School and later, the Ferry Lane School. A string of new school buildings were built following the William J. Wiley School such as the Fall River School Administration Building circa 1915, Doran School in 1926 (MHC No. FLR.99), the Fall River Technical High School in 1929 (MHC No. FLR.3049), and several others. Like the William J. Wiley School, these properties were predominantly masonry buildings constructed in the Colonial Revival and Renaissance Revival styles with flat roofs (MHC 1982:18-19).

Shortly after the building was constructed, school administrators identified a few issues in the property's construction and design. A 1912 Fall River public school system report documented that the building had severely leaking windows, no water access on the second floor, a poorly maintained yard, and no walkway from the street to the front door. Lastly, the school provided only two drinking fountains (located in each of the building's two basements) for approximately 260 students, who shared a single recess period (Fall River Public Schools 1911:35-36).

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

2585 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Everts & Richards Co.

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Fall River Public Schools

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Massachusetts Historical Commission (MHC)

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Sanborn Map Company

1933 *Insurance Map of Fall River, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

2585 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The William J. Wiley Middle School, a two-story, brick and brownstone building at 2585 North Main Street, is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C. Under Criterion A, the school has important historical associations with the early-twentieth-century development of Fall River, while under Criterion C, the building is an excellent and intact, local example of an early twentieth-century, Classical Revival style schoolhouse. Constructed between 1910 and 1911, the William J. Wiley School was one of the first new wave of properties to be erected during a period of educational expansion in Fall River to address the issue of overcrowded schools in the city.

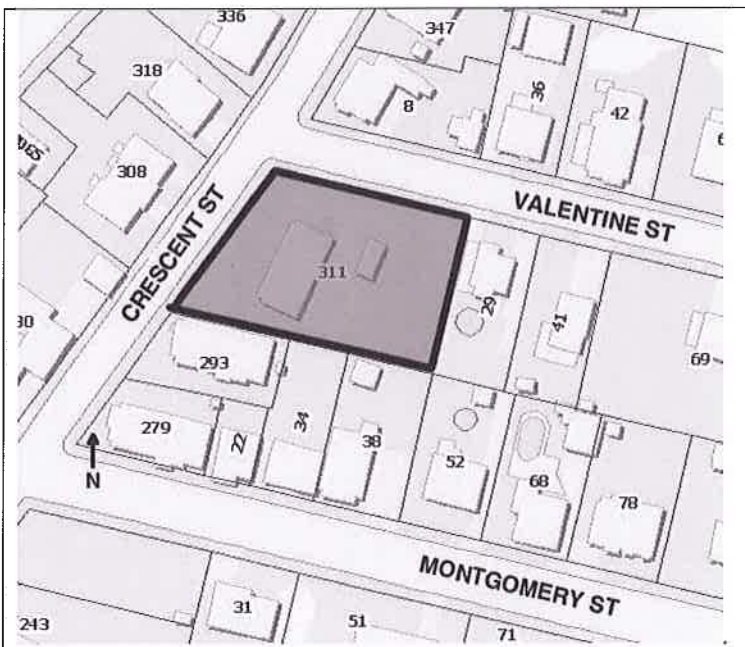
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

T-17-0001

Fall
River

FLR.0074

Town/City: Fall River

Place: (neighborhood or village):

Address: 311 Crescent Street

Historic Name: Residence

Uses: Present: Residential

Original: Residential

Date of Construction: Circa 1900

Sources: Style/Visual Inspection; Sanborn Map Company 1905;

Style/Form: Italianate

Architect/Builder: Unknown

Exterior Material:

Foundation: Parged Stone

Wall/Trim: Wood Clapboard

Roof: Slate Shingle

Outbuildings/Secondary Structures: One detached, side-gable shed (circa 1900).

Major Alterations (with dates): None

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.4

Setting: The property is set on the southeast corner of Crescent Street and Valentine Street within a suburban, residential neighborhood, approximately 400 feet east of the Fall River Secondary right-of-way with views of the Border City Mill.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

311 CRESCENT STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0074

☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The residence at 311 Crescent Street is a two-and-one-half-story, seven-bay by three-bay, multi-family, wood framed, French Second Empire style residence constructed circa 1900. The character-defining feature to this house is its simple wood trimmed mansard roof with sinuous molded lintels over the bracketed windows, and a deep bracketed molded cornice. Set on a steeply-sloping topography with a mortared stone retaining wall, the house prominently stands on its small, cleared lot. Three parallel granite stairs with simple iron railings ascend the raised topography, leading to two main entrances. The building has a central brick chimney, a slate roof, clapboard siding, and a parged stone foundation. A large central bay extends from the western façade. Identical entrances are located at each end of the façade to accommodate this multi-family residence. The entrances have paneled wood segmental arched double doors within a molded door-surround and are each set within a one-story wood inset Italianate-style entry porch with a molded cornice, large ornate brackets and spandrels, and squared paneled columns.

HISTORICAL NARRATIVE

The residence at 311 Crescent Street in Fall River, MA is a French Second Empire multi-family house constructed circa 1900 within a neighborhood developed to accommodate workers in the city's booming textile industry of the period. Constructed just 600 feet east of the Border City Mills, the property was likely erected to provide middle- to upper-management with housing that was close in proximity to the mills (Bailey 1877; Rosebrock 1977). Although this property was not likely constructed by the Border City Manufacturing Company (Border City Mills), neighboring properties have been identified as Border City Mills worker housing, including the property at 85 Valentine Street (MHC No. FLR.454), located only a few lots north (Sanborn Map Company 1895; 1905; Fall River Tax Assessor Records). Developed between 1872 and 1889, the Border City Mills initially produced print cloth, expanding in 1901 in the manufacturing of high grade cloth sheeting and skirting. Within the surrounding 20 blocks, the Border City Manufacturing Company constructed approximately 152 tenements to house its work staff (Pereira 1981).

The period between 1870 and 1915 represented Fall River's greatest industrial prosperity. The city reached its peak in new mill construction and extensive development occurred, including a high style residential district extending northward along Highland Street. The city's population grew 366 percent during the period, most of this growth between 1870 and 1900. By 1875, 14,000 of the city's 16,000 wage earners were employed in the cotton mills, most of which were involved in print cloth production. (MHC 1982).

In the 1880s, two-and-one-half-story, Italianate style, multi-family houses with mansard roofs rose in popularity in Fall River. While the majority of the surviving examples have center entrances and flanking two-story polygonal bays, the high style residence at 311 Crescent Street is unique as its entrances flank a centered bay, with delicate, Italianate style inset porches.

BIBLIOGRAPHY and/or REFERENCES

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INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

311 CRESCENT STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0074

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Pereira, J. and P. Vielmetti

1981 *MHC Area Form: Border City Mills, Fall River, MA.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Rosebrock, Ellen

1977 *MHC Building Form: 311 Crescent Street, Fall River, MA.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Sanborn Map Company

1895 *Bristol County, Fall River, Massachusetts.* Sanborn Map Company, New York, NY.

1905 *Bristol County, Fall River, Massachusetts.* Sanborn Map Company, New York, NY.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

311 CRESCENT STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0074



View looking southeast at the shed.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

311 CRESCENT STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0074

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The residence at 311 Crescent Street is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C, as an excellent example of a high style, French Second Empire multi-family house constructed in association with Fall River's booming late-nineteenth-century textile industry. Constructed around 1900 in a neighborhood with Border City Mills (1872-1889) worker housing tenements, the property likely provided mid- to upper-management employees with housing. As a well-preserved, high style, Italianate, multi-family home, the property stands out from other similarly-styled properties in Fall River that are more uniformly designed, with centered entrances and flanking two-story polygonal bays.

INVENTORY FORM B CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FALL RIVER 311 CRESCENT STREET

Area(s)	Form No.
	FLR.0074

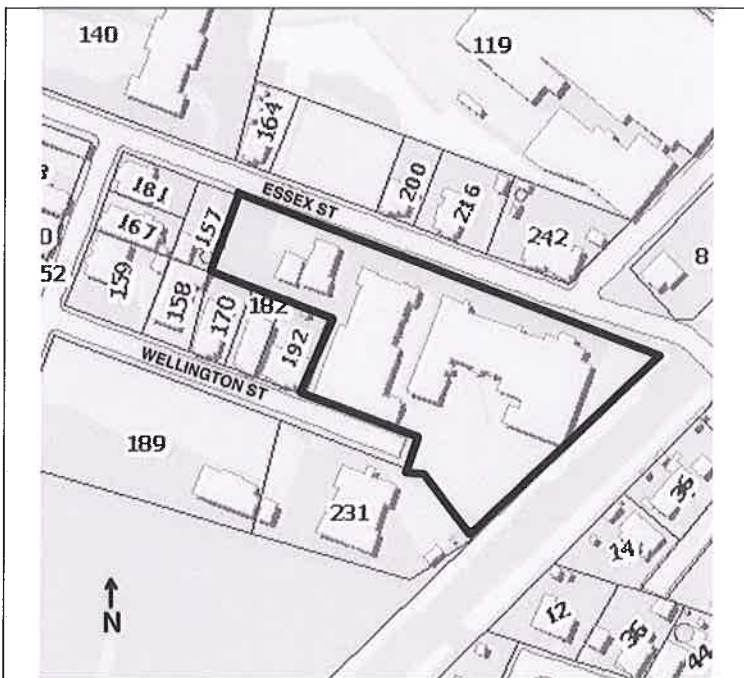
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month/year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

Fall
River

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 207 Essex Street

Historic Name: St. Michael's Roman Catholic Church

Uses: Present: Ecclesiastical

Original: Ecclesiastical

Date of Construction: 1896; 1921-1922 Additions

Source: St. Michael's Parish 2012

Style/Form: Neo-Gothic Revival

Architect/Builder: Charles Hodgate Company (Boston)

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick/Concrete

Roof: Unknown – Not Visible

Outbuildings/Secondary Structures: St. Michael's Rectory (1902); St. Michael's School (1957).

Major Alterations (*with dates*): Initially constructed as a basement church in 1896, major additions to the building were made between 1921 and 1922, including the brick upper stories and the concrete facade.

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage:

Setting: The property is set within a predominantly residential, urban, Wellington-Brownell Street Area and located approximately 250 feet west of the Fall River Secondary right-of-way.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

207 ESSEX STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

Constructed in 1896 with 1921-1922 additions, St. Michael's Roman Catholic Church is a rectangular-shaped, three-bay by six-bay, gabled Neo-Gothic Revival style brick building with a two-story central nave, flanking one-story aisles, and a contrasting high-style facade of wood-frame construction sheathed in concrete. St. Michael's Roman Catholic Church sits on a property with the former St. Michael's Rectory (1902) to the west and the St. Michael's School (1957) to the east. The topography is raised and retained by a concrete wall. Paved walkways and two sets of concrete stairs with iron railings fill in the remaining open land on the lot.

The north-facing facade was reconstructed between 1921 and 1922 in concrete as it presently appears. The three-bay by one-bay, facade is divided into three sections, from west to east--the nave, an aisle, and an aisle with a rectangular tower. This elevation has shaped parapet roofs with copper flashing, concrete panel sheathing distressed to resemble stucco, full-height corbelled concrete pilasters, a concrete sill sheathed in marble, and a concrete foundation. The prominent, central nave features a large, elaborate stained glass Tudor arch window with cast stone tracery and a concrete frame. Both aisle facades have small rounded-arch stained glass windows with cast stone tracery. All wood paneled doors are surrounded by thick concrete frames sheathed in marble, with flanking pointed marble pilasters and carved terracotta panels.

The remainder of the building consists of a gable-front nave and flanking flat-roofed additions with a copper cornice, stretcher bond brick walls with a soldier trim, and a concrete foundation. Thick brick pilasters capped with concrete decorate the walls of the aisles. The fenestration is regular with stained glass cast-stone tracery windows, concrete lintels, and concrete sills. The nave has Tudor arch windows, the aisles have paired trefoil arched windows with a concrete frame, and the additions have singular trefoil arched windows.

Constructed in 1902, St. Michael's Rectory is a rectangular, two-story, three-bay by four-bay, wood-framed, French Second Empire building with a hipped roof. St. Michael's School was constructed in 1957 as an irregular, two-story, brick building with a tall, narrow, brick chimney piercing the center of the flat roof.

HISTORICAL NARRATIVE

The St. Michael's Roman Catholic Church was constructed in 1896 as a basement church to serve a large community of immigrants from the Azorean Islands of Portugal, who settled in Fall River in the late-nineteenth century. In 1902, the church expanded to include a French Second Empire style rectory adjacent to St. Michael's Church on Essex Street, which has since lost architectural integrity. By 1915, there was a significant influx of Portuguese to the city. In the early 20th century, a few churches associated with the Portuguese community were constructed, but these are no longer extant. Between 1921 and 1922, major alterations were made to the basement church by the Charles Hodgate Company of Boston, MA, who constructed a Neo-Gothic Revival concrete building and facade. The center of a large Portuguese community, the church provided house calls while the church was temporarily closed while under construction. These house calls were carried out by Father John de Fontes Ferraz (Pastor from 1917 until 1944), who conducted baptisms and other religious ceremonies. After the church renovations were completed, the parish began looking for sites to house their school. In 1930, the parish purchased the Fulton Street School from the City of Fall River and four years later the parish received the Lindsey Street School (no longer extant) as a donation. It was not until 1957, when the parish purchased land to the east of the church to construct a new school (MHC 1982; St. Michael's Parish 2012).

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

207 ESSEX STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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St. Michael's Roman Catholic Church was built in an area with several religious buildings and structures, including St. Michael's Rectory, St. Matthew's Convent, St. Matthew's School, St. John's Cemetery, and St. Joseph's Church complex to the south (Sanborn Map Company 1933; 1933-1950). The building's construction occurred during a transitional period in Fall River history when construction in Fall River was moving from ecclesiastical buildings to educational buildings. Several massive ecclesiastical buildings were constructed in the late nineteenth century. Catholic properties built during this era included Saint Joseph's Roman Catholic Church (MHC No. FLR.240) and several properties constructed by Louis G. Destremps, a local architect of Catholic properties, including Saint Anne's Roman Catholic Church (MHC No. FLR.1534), Saint Anne's Rectory (MHC No. FLR.1535), Saint Anne's Convent (MHC No. FLR.1521), St. Joseph's Orphanage (MHC No. FLR. 1536), Notre Dame School (MHC No. FLR.1529), and the Jesus Marie Convent (FLR.1528) (MHC 1982).

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St. Michael's Parish, Fall River, MA

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INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

207 ESSEX STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

St. Michael's Roman Catholic Church at 199 Essex Street is individually eligible at the local level under Criteria A and C for its associations with the growing Portuguese community of Fall River in the early twentieth century and as an excellent example of the rare Neo-Gothic Revival style. The period of significance for the church extends from 1896, when the property was first developed, until 1922, when major additions to the church in order to accommodate the growing Portuguese community, was completed. The property was developed in 1896 as a basement church to serve a large community of immigrants from the Azorean Islands of Portugal. The building is a well-preserved example the Neo-Gothic Revival style, which was uncommon in late-nineteenth- to early twentieth-century Fall River. The 1921-1922 Neo-Gothic Revival style building and façade was constructed by Charles Hodgate Company of Boston, MA. The church has two, non-contributing outbuildings, including St. Michael's Rectory and St. Michael's School. The rectory, constructed in 1902, has lost significant architectural integrity and the school, built in 1957, was constructed outside of the period of significance.

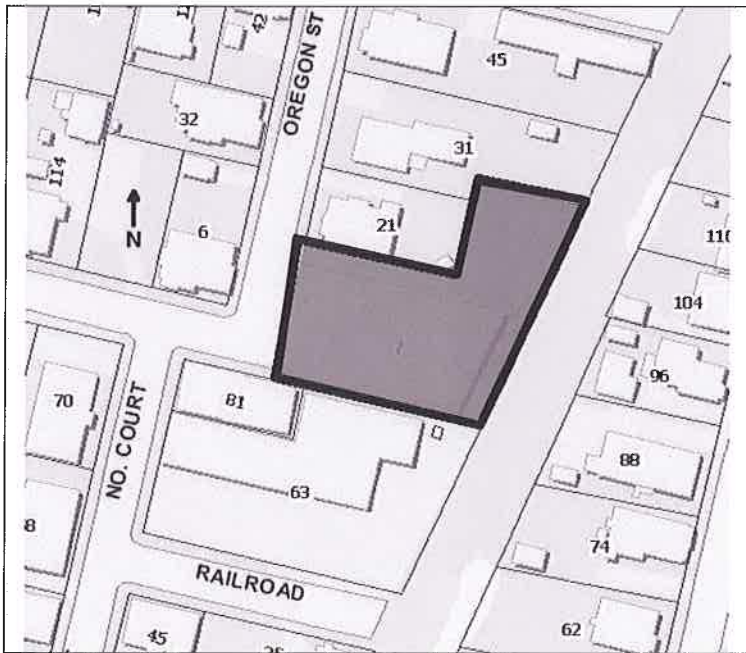
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: J. Daly, A. Cahoon
Organization: PAL
Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

S-13-0008

Fall
River

Town/City: Fall River

Place: (neighborhood or village):

Address: 7 Oregon Street

Historic Name: Westport Manufacturing Company Waste
Department

Uses: Present: Commercial

Original: Manufacturing

Date of Construction: 1918

Source: Plan Record B.9.14.16945 at the Massachusetts
State Archive

Style/Form: Vernacular industrial

Architect/Builder: E. I. Marvell

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick

Roof: Rubber membrane

Outbuildings/Secondary Structures:

None

Major Alterations (with dates):

None

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.398

Setting: The Westport Manufacturing Co. Waste Department building is located in a residential and commercial neighborhood on a constricted, L-shaped parcel between the Fall River Secondary to the east and Oregon Street to the west. The building faces west towards Oregon Street with its facade forming a street wall. A paved driveway passes along the north side of the building and leads to a parking lot at the rear of the parcel. A narrow alley separates the building from a neighboring commercial structure to the south. The east end of the lot behind the building, where there was formerly a railroad siding and loading dock, is now overgrown gravel.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

7 OREGON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Westport Manufacturing Co. Waste Department building is a typical early twentieth-century, vernacular industrial mill loft. The brick building is two-stories in height with a partially exposed basement level and has a three-bay-by-nine-bay trapezoidal plan with a slightly angled east elevation designed to accommodate the adjoining railroad right-of-way and railroad siding for the building. The loft has a shallow-pitched "flat" gable roof with a rubber membrane surface, aluminum-clad cornice molding, and open soffits with exposed beveled rafter tails. An elevator tower and a brick firebreak wall project above the roof line. The load-bearing walls are laid in common bond and are divided into regular bays by shallow projecting piers. The primary entrance is deeply recessed within the west end of the north elevation and has an aluminum and glass replacement door. Loading bays with projecting hoist beams and two-leaf wood paneled freight doors are located on the east and south elevations. The lower doors in each bay have been replaced. Two freight doors on the west elevation (for the now-missing railroad platform) are fitted with a two-leaf wood panel door and a steel roll door. The side elevations have two window openings in each bay, and the end elevations have three window openings in each bay. Rectangular cast concrete sills and lintels are continuous across the window openings within each bay and the rectangular openings are fitted with multi-light steel sash. About 25 percent of the sash has been replaced with glass block. An iron fire escape is bolted to the southeast corner of the building. Signs that read "Westport Manufacturing Co. Waste Department" are painted on the east and west elevations.

The building interior is organized into open work floors that are subdivided into two workrooms by the brick firebreak wall. Interior finishes are of typical fire-resistive construction and include beaded, splined plank ceilings; brick walls; and wood strip floors. The exposed frame consists of cast iron posts supporting longitudinal rolled steel stringers, and transverse floor wood beams. Wood stairs enclosed in wood beadboard stairwells with gas pipe railings provide circulation between floors.

HISTORICAL NARRATIVE

Westport Manufacturing Company were producers of coarse cotton yarns used in carpet warp, mops, and wicking. Headquartered in Westport, Massachusetts since 1812, in 1916 the company determined to construct a Fall River facility for the collection of cotton waste from larger textile mills – the chief raw material for their goods. Fall River, whose sizable cotton textile industry was reaching its peak during this period, was an ideal source for such waste. The resulting building was designed by architect E.I. Marvell (not included in standard twentieth-century biographical dictionaries) and was used for baling and storage of cotton prior to its shipment to Westport for recycling into yarn. In the context of existing Fall River textile factories, the loft is a small, but architecturally distinguished example of standard early-twentieth-century fireproof industrial design, as demonstrated by its timber and brick engineering and the firebreak wall that divides the building between its fifth and sixth bays. Westport Manufacturing Company occupied the premises until after 1950. The building is currently used for office and warehouse space and is in good condition (*American Wool and Cotton Reporter* 1912; Anonymous 1918; Foster 1916:351-354; MHC 1982; Sanborn Map Company 1933, 1950).

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

7 OREGON STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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BIBLIOGRAPHY and/or REFERENCE

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Sanborn Map Company

1933 *Insurance Map of Fall River, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.

1950 *Insurance Map of Fall River, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.

INVENTORY FORM B CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FALL RIVER

7 OREGON STREET

Area(s) Form No.

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Rear and north elevations of Westport Manufacturing Company Waste Department

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

7 OREGON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI. December, 2012.
The criteria that are checked in the above sections must be justified here.

The Westport Manufacturing Company Waste Department building is recommended eligible for listing in the National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the property is significant within Fall River's substantial textile industry as it is demonstrative of the geographic and economic connections fostered by the industry within the Southeast Region of Massachusetts. Under Criterion C, the building is a well-preserved example of early twentieth century industrial architecture that demonstrates the principles of fire-resistive design.

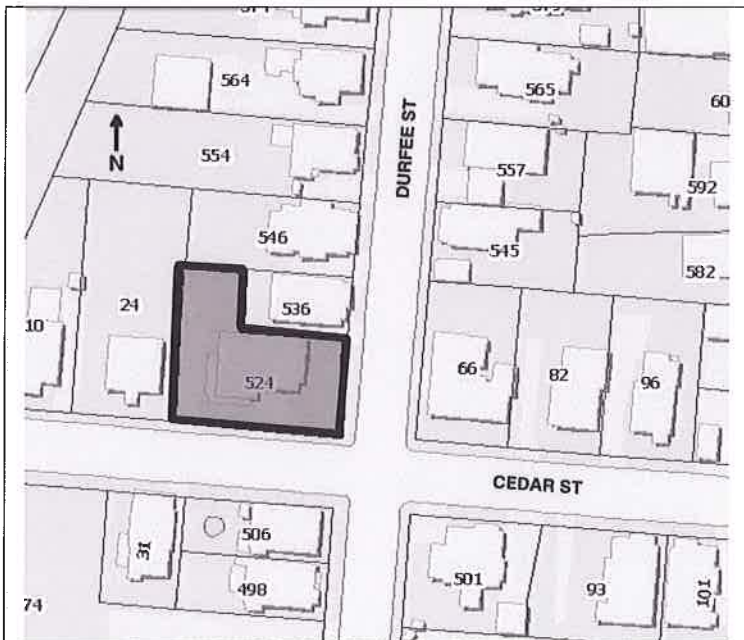
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

O-14-0037

Fall
River

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 524 Durfee Street

Historic Name: Residence

Uses: Present: Residential

Original: Residential

Date of Construction: Circa 1880

Source: Sanborn Map Company 1888;
Style/Visual Inspection

Style/Form: Italianate

Architect/Builder: Unknown

Exterior Material:

Foundation: Field Stone

Wall/Trim: Wood Clapboard

Roof: Asphalt Shingle

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): None

Condition: Fair

Moved: no ☒ yes ☐ **Date:**

Acreage: Less than 1 acre

Setting: The property is located on the edge of an urban residential neighborhood on the corner of Durfee Street and Cedar Street. Within the Pearce-Durfee Street Area, the building is just east of Mount Hope Bay and Route 79. It is located approximately 200 feet east of the Fall River Secondary right-of-way.

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December 2012

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

524 DURFEE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION:**

The residence at 524 Durfee Street is a two-and-one-half-story, three-bay by six-bay, wood-frame Italianate style house constructed circa 1880 with a crossed-gable-front roof and a large, three-story, flat-roofed rear addition circa 1900. The building sits on a steeply sloping lot with a high wooden fence extending across the eastern boundary line. The residence has two brick chimneys piercing the asphalt cross-gable roof and one small brick chimney extending from the flat-roofed addition; clapboard, asphalt, and wood shingle siding; and a brick and stone foundation. Retaining much of its original fabric and design, the house has deeply overhanging bracketed eaves, an inset Italianate-style open side-entry porch with a bracketed flat roof, decorative spandrels, and paneled square supports. A non-historic two-story porch wraps around the south and western elevations of the flat-roofed addition, with a third story porch extending the length of the western elevation. The fenestration is regular, with rounded arch, four-over-four wood sash double hung windows in the gable ends, and six-over-six double hung wood sash windows throughout the remainder of the house with wood frames and molded lintels. Non-historic modifications include the replacement of historic windows with one-over-one vinyl casement windows and a dormer sheathed in vinyl protruding from the north elevation of the cross-gable roof.

HISTORICAL NARRATIVE

Circa 1880, the property at 524 Durfee Street was developed with a multi-family, Italianate style residence and a detached shed. By 1893, the rear addition was built along the western elevation of the residence. At this time, a second multi-family residence, similar in footprint and massing, was constructed on the northeast corner of the property, replacing the shed. Between 1950 and 1994, the northern half of the property, which included the circa 1893 multi-family residence, was divided and sold. By 1933, a garage was constructed in the very southwestern corner of the property. At some point during the mid- to late-twentieth century, this garage was removed. Early property owners included lawyer and member of the Irish-American Historical Society, Henry F. Nickerson, who occupied the property in 1910 (Lee 1910:33, 572).

Located in a dense, residential development laid out by 1850, the residence at 524 Durfee Street was built simultaneously with the construction of neighboring textile mills and coal yards in the late-nineteenth century. The building was erected two properties east of coal industry development along the Old Colony Railroad Line, including the (no longer extant) William F. Thomas Coal Yard and the Globe Coal Company (established in 1881).

In the 1880s, two-and-one-half-story, Italianate style, multi-family houses rose in popularity in Fall River. While the majority of the surviving examples have mansard roofs, centered entrances, and flanking two-story polygonal bays, the high-style 524 Durfee Street House is likely unique as a gable-front building with a delicate, Italianate style, inset, side-entry porch (GoogleEarth 1995; Sanborn Map Company 1888; 1893; 1905; 1933 1933-1950; MHC 1982).

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

524 DURFEE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

524 DURFEE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☒ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The 524 Durfee Street House is individually eligible for listing in the National Register of Historic Places at the local level under Criteria A and C. Under Criterion A, the building has important historical associations with the nineteenth-century residential and industrial development of Fall River and under Criterion C, the building is an excellent, intact, high-style, local example of an Italianate house. Constructed circa 1880, the property was built simultaneously with the construction of neighboring textile mills and coal yards. As a well-preserved, high style, Italianate, multi-family house, the property stands out from other similarly-styled properties in Fall River that are more uniformly designed, with centered entrances and flanking two-story polygonal bays. The house is also a contributing property within the National Register eligible Durfee Street Area.

INVENTORY FORM CONTINUATION SHEET FALL RIVER

85-115 ANAWAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FLR.2002

Prepared by PAL, December 2012

This continuation sheet is a supplement to the existing inventory form.

HISTORICAL NARRATIVE

Borden & Remington Corporation (now Boremco) is one of Fall River's oldest continually-operating firms, has important associations with the city's textile industry and was an early chemical company in the city. The concern began in 1837 when Hale Remington & Company purchased a drug and medicine business on Central Street. About 1850, Hale's son Robert K. Remington took over the business, which was moved to a building on Anawan Street opposite its present location. Robert, serving as a director for multiple textile companies, was intimately connected with Fall River's textile industry and expanded his business to supply chemicals and other raw materials to that rapidly-expanding customer base. Following Robert's death in 1886, the business passed to his son Edward B. Remington and son-in-law Charles F. Borden (previously a bookkeeper and salesmen at the firm) who formed a co-partnership as Borden & Remington. Soon thereafter, the company moved to its present location at 105-115 Anawan Street and expanded its line again to include building supplies, with distribution across southern New England. Period advertisements for the firm show that chemicals and supplies for the textile trade remained a significant proportion of the business, and industrial customers were presumably a major portion of the company building supply sales as well. Following Borden's death in 1909, company control was consolidated back into the Remington family, with the Bordens retaining a minority stake. In 1921, the firm passed out of Borden and Remington hands to Albert A. Harrison, president. During this period, the company employed approximately 100 hands. Sometime after 1950, the company vacated its Anawan Street premises and moved a short distance away to waterfront property on Water Street. Here, the company maintains a large chemical storage and processing plant. With the textile trade significantly diminished in New England, the company focuses on manufacturing products for treatment of municipal and industrial water and wastewater, as well as chemical storage and distribution for customers throughout southern New England (Beers 1871; Borden & Remington Corporation 2011; Earl 1877:113, 128; Elstner Publishing Company 1891:178; *The Fall River News* and *Taunton Gazette* 1899:27; Phillips 1945:163-164; Stone 1930:186; *The Textile Worker* 1914:32).

Insurance maps and current assessor data show that the historical Borden & Remington complex includes five of the six attached buildings, plus one detached building, all currently occupying Parcel N-16-4 at 85-115 Anawan Street. Attached buildings include the main block fronting Anawan Street (1893-1905, originally occupied by Borden & Remington), a three-story brick ell across the back of that structure (1893-1905, originally occupied by Borden & Remington), a two-story wood loft to the west of the main block (1893-1905, originally a machine shop), a brick warehouse on the southwest corner of the main block (1905-1933, woodworking), a one-story storage building on the west end of the complex (1905-1933, now heavily altered as the United Bar and Lounge at 85 Anawan Street), and a shed at the rear of the complex (post-1950, not contributing). These were unified physically into a complex by 1933, and by 1950 all of these structures were occupied by Borden & Remington. The buildings were constructed with multiple fire doors that allowed circulation throughout the complex. Although some of these properties were occupied at earlier times by tenants, their physical configuration under Borden & Remington indicates that most of these structures (excepting the wood machine shop) were all constructed by the firm and some portions thereof let on a temporary basis to other concerns. Also included on the current parcel is a detached one-story brick out-building, whose function is not indicated on historical maps. The property has had no changes to its condition or integrity since the previous survey (Sanborn Map Company 1888, 1893, 1905, 1933, 1950; Patriot Properties 2012).

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

85-115 ANAWAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FLR.2002

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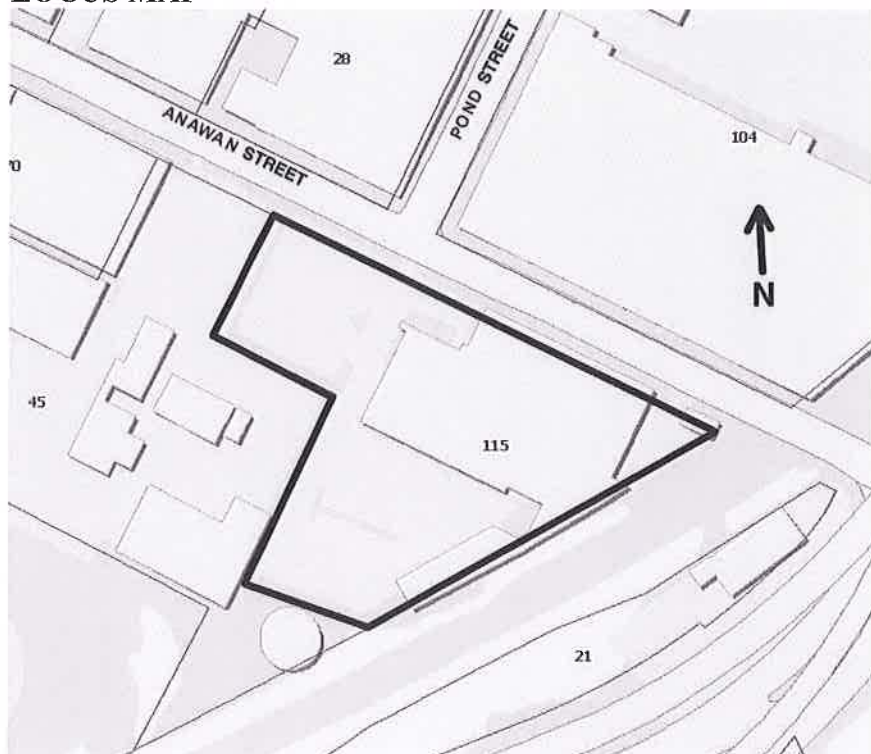
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LOCUS MAP



INVENTORY FORM CONTINUATION SHEET

FALL RIVER

85-115 ANAWAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FLR.2002



Borden & Remington main block (left), loft (left center) warehouse (right rear), and storage (right front).



Borden & Remington main block with ell at right.

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

85-115 ANAWAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FLR.2002

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ DCriteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ GStatement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI. December 2012*The criteria that are checked in the above sections must be justified here.*

The Borden and Remington Company complex is recommended eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the building is significant for its associations with Fall River's economically-significant textile industry and with what may be one of the longest continually-operating chemical concerns in the city. Under Criterion C, the Borden and Remington Company Complex is a well-preserved industrial loft and warehouse complex that exemplifies late-nineteenth century mill loft construction techniques and is a unique surviving example of an early twentieth-century chemical supply facility. The property retains its integrity and is in good condition.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	FLR.2002
Historic Name:	Borden and Remington Chemical and Dye Company
Common Name:	
Address:	105-115 Anawan St
City/Town:	Fall River
Village/Neighborhood:	
Local No:	N-16-4
Year Constructed:	C 1892
Architect(s):	
Architectural Style(s):	No style
Use(s):	Abandoned or Vacant; Other Industrial
Significance:	Architecture; Commerce; Industry
Area(s):	
Designation(s):	



The Massachusetts Historical Commission (MHC) has converted this paper record to digital format as part of ongoing projects to scan records of the Inventory of Historic Assets of the Commonwealth and National Register of Historic Places nominations for Massachusetts. Efforts are ongoing and not all inventory or National Register records related to this resource may be available in digital format at this time.

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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

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Thursday, November 08, 2012 at 3:32: PM

FORM B – BUILDING

Assessor's Number USGS Quad Area(s) Form Number

N-16-0004

Fall River

2002

MASSACHUSETTS HISTORICAL COMMISSION
 MASSACHUSETTS ARCHIVES BUILDING
 220 MORRISSEY BOULEVARD
 BOSTON, MASSACHUSETTS 02125

Town: Fall River

Place: (neighborhood or village)
n/a

Address: 105-115 Anawan Street

Historic Name: Borden and Remington Co. Building

Uses: Present: light industry/vacant

Original: chemical company

Date of Construction: c. 1892

Source: City Directory

Style/Form: Three story industrial building with
modest Classical Revival characteristics.

Architect/Builder: unknown

Exterior Material:

Foundation: granite

Wall/Trim: brick

Roof: flat

Outbuildings/Secondary Structures:

Small brick store (?) along Anawan Street.

Major Alterations (with dates): Replacement windows;
infilled arched window openings.

Condition: good

Moved: no | X | yes | | Date _____

Acreage: 1.2 acre

Setting: The property is located on the southerly side of
Anawan Street in a heavily industrialized neighborhood.**Photograph****Topographic or Assessor's Map**

Recorded by: Jeffrey Shrimpton

Organization: MassDOT

Date (month / year): August/2011

RECEIVED

SEP 30 2011

MASS. HIST. COMMI

INVENTORY FORM B CONTINUATION SHEET

[FALL RIVER]

[110-115 Anawan STREET]

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.

The Borden and Remington Co. Building is a large three-story flat-roofed brick industrial block that is eight bays wide and eight bays deep. The building is unadorned except for arched window and door openings, and two rudimentary entablatures across the main façade (the upper one including a brick dentil course and developed as the building's cornice), and simple granite detailing. The building's foundation is constructed of granite blocks. All window openings have granite sills. A single course of narrow granite blocks forms the "cornice" of the simple entablature/belt course across the front facade between the first and second stories. The arched window openings have been altered with wooden inserts that create rectangular rather than arched openings. Replacement wooden window sash have been installed throughout the building in a variety of unmatched configurations (1/1, 2/2, 6/6). The most distinctive feature of the building is a vertical tier of wide arched loading bays that extends up the three stories of the front elevation. The projecting metal support for a (now missing) pulley remains attached to the building directly above the loading bays.

A small one-story rectangular brick out-building is located at the northeast corner of the property along Anawan Street. The building is labeled as a store on the 1933 Sanborn map. A building of similar size is shown at this location on the 1905 Sanborn map, but the 1905 map indicates that the earlier building was constructed of wood. The existing brick building is characterized by a hip roof, a wide front display window (now boarded up), and deep eaves exposing jig-sawn rafter ends, giving a Craftsman-style flavor to the building's otherwise utilitarian design.

HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

The Borden and Remington Co. Building is located in a neighborhood that was highly industrialized in the 19th and early 20th centuries. The building is adjacent to the Fall River Gas Works to the south on Anawan Street, and is across Anawan Street from the National Register-listed American Printing Co.-Metacomet Mill Historic District. The Borden and Remington Co. was established in Fall River in the 1880s. An 1888 Sanborn Fire Insurance Co. map shows that the company was located at that time in a building on the north side of Anawan Street at the intersection of Water Street, in a building that is now within the previously noted National Register-listed historic district. The city directory first lists the company at 105-115 Anawan Street in 1892 and the building is first shown on the 1893 Sanborn map. The entry in the 1892 directory describes the company as "dealers in Calico Printers, Dyers, and Woolen Manufacturers." The company also dealt in paints, varnishes, and starches, according to the directory. The company was no longer listed at its Anawan Street address by the 1950s. By that time the company had relocated to a larger facility on the riverfront. Today, the company is known as Boremco and remains headquartered in Fall River. Boremco is a major chemical manufacturer with worldwide distribution. The building on Anawan Street is under other ownership and is presently used for a variety of light industrial purposes.

BIBLIOGRAPHY and/or REFERENCES

Sanborn Fire Insurance Co. maps, 1888, 1893, 1905, 1933
Fall River City Directories, 1880s-1950s

Photos (February 2011)

1. Borden and Remington Co. Building. View facing east along Anawan Street.
2. Borden and Remington Co. Building. View facing southwest.
3. Out-building. View facing southeast.



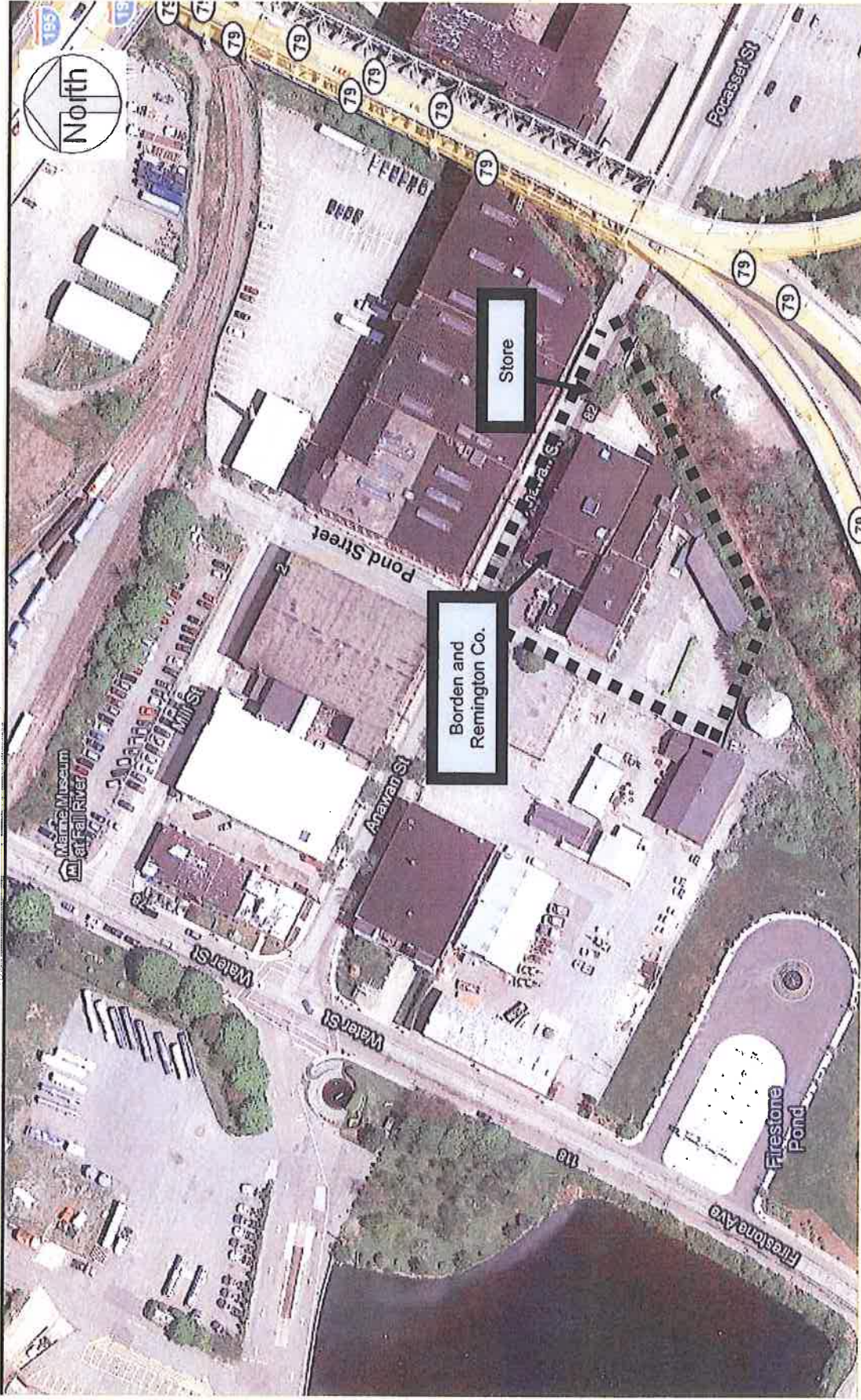
1. Borden and Remington Co. Building. View facing E along Anawan St.



2. Borden and Remington Co. Building. View facing SW



3. Out-building. View facing SE.



Scale: 1 inch = 150 feet

Borden and Remington Co.
105-115 Anawan Street, Fall River, Massachusetts
Parcel N-16-0004

Borden and Remington Co.
105-115 Anawan Street, Fall River, Massachusetts
Parcel N-16-0004

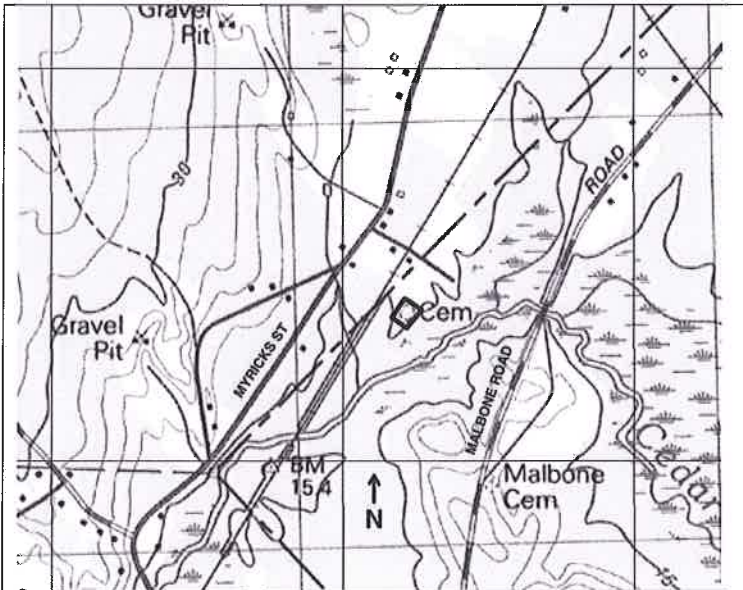
FORM E – BURIAL GROUND

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

Town: Lakeville

Place (*neighborhood or village*):

Address or Location: Off Adams Lane

Name: Pierce and Haskins Cemetery

Ownership: ☐ *Public* ☒ *Private*

Approximate Number of Stones:

Earliest Death Date: 1785

Latest Death Date: 1892

Landscape Architect: Unknown

Condition: Unknown –No Access

Acreage:

Setting: Set within a rural, residential neighborhood on private property 500 feet southeast of the end of Adams Lane, the cemetery is located 200 feet east of the Fall River Secondary right-of-way. It is situated at the southern edge of a field and bound on all remaining sides by a wooded swamp area.

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December 2012

INVENTORY FORM E CONTINUATION SHEET

LAKEVILLE

OFF ADAMS LANE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

VISUAL/DESIGN ASSESSMENT

A draft MHC Burial Ground Form was completed in 2002 by Linda Grubb, Lakeville Historical Commission. Building on Grubb's documentation, this MHC Inventory Form was submitted for the purposes of the South Coast Rail project review by PAL of Pawtucket, Rhode Island. No access was possible via private road to the property.

The Peirce and Haskins Cemetery is a small, informal burial ground divided into seven family plots with 45 slate and granite headstones that date from 1785 to 1892, slate footstones, and unmarked plots. The property sits on a slightly raised topography and is enclosed by an iron rail fence with granite posts. The entrance is marked by a 6-foot high, 5-foot-by-nine-inch by four-foot-by-two-inch monument for Abraham Peirce and his two wives, Lucy and Margaret. In addition, Abraham, Lucy, and Margaret have their own individual headstones that pierce the nearby ground. The cemetery contains several distinctive mortuary monuments, including a headstone for Joseph and Esther Allen that bears carved, clasped hands. Engraved on the rear are the names of the Allens' six children, all under the age of thirteen, who have their own individual granite headstones within the Allen family lot. Three stones within the cemetery were carved by D.A. Burt, of Taunton, MA (Grubb 2002).

HISTORICAL NARRATIVE

The Peirce and Haskins Cemetery was originally part of the Holloway farm, settled in 1699, with its earliest gravestone dating to 1785. The cemetery has burials for members of the Peirce family, a family that, throughout the nineteenth century and into the early-twentieth century, resided within the immediate vicinity of the cemetery. Previous research has suggested that the unmarked graves may date to the early- to mid-eighteenth century, with associations to Quaker communities in Lakewood (the Beechwoods and the Myrics), since Quakers during this period commonly left burials unmarked; however, these burials may have simply lost their gravestones over time, due to theft, erosion, and/or deterioration. Although a circa 1970 plot plan indicates that the cemetery is divided into seven plots, no further information about this layout is evident (Grubb 2002; Lakeville Town Clerk's Office Walker 1879; Everts & Richards 1895; Richards 1903).

Likely, the majority of the late-nineteenth-century granite gravestones were locally quarried from a location just southwest of the cemetery. Three granite stones in the cemetery were carved by D.A. Burt, a stone carver from Taunton, MA. Burt started as an apprentice in 1846 to a stone-carving shop established by Samuel Warren at 84 Weir Street in Taunton, only 8 miles away from the Peirce and Haskins Cemetery (no longer extant). After six years of experience at Boston studio run by internationally-renown monument specialist, Alpheus Cary, Burt took over the Taunton shop in 1853. After significant expansion, in 1869, Burt hired a partner, artist R.L. King, who helped to produce mortuary monuments until 1877. In 1881, when Burt established the D. Arthur Burt & Co with E.W. Ellis as partner, the organization was referred to as "a firm of art memorial fabricators of wide celebrity, ranking first in quality and second to few in the volume of production. Their trade is local, suburban, [and] country-wide," (International Publishing Company 1887:128; Grubb 2002; Walker 1879; Everts & Richards 1895; Richards 1903).

INVENTORY FORM E CONTINUATION SHEET

LAKEVILLE

OFF ADAMS LANE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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INVENTORY FORM E CONTINUATION SHEET

LAKEVILLE

OFF ADAMS LANE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

Due to access restrictions, a site visit was not possible to complete photography and documentation and to determine integrity. For the purposes of the South Coast Rail Project review, the Pierce and Haskins Cemetery is considered to be eligible for the National Register of Historic Places.

The Pierce and Haskins Cemetery is eligible for listing in the National Register at the local level under Criterion A for its associations with the historical development of Lakeville and under Criterion C for containing examples of eighteenth- and nineteenth-century funerary art. With headstones that date from 1785 to 1892, the property is one of the earliest burial grounds in the town of Lakeville and serves as a burial site for over 45 community residents. The cemetery also contains a few examples of the work of Taunton stone carver D.A. Burt, who has been identified as a well-known carver who manufactured gravestones for individuals throughout the United States.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's Number USGS Quad Area(s) Form Number

125-13

New Bedford
North

NBE.641

Town/City: New Bedford

Place: (*neighborhood or village*):

Photograph



Locus Map



Address: 627-637 Tarklin Hill Road

Historic Name: Lambeth Rope Company

Uses: Present: Commercial

Original: Manufacturing

Date of Construction: 1893, 1918

Source: Daigle 1977

Style/Form: Vernacular industrial

Architect/Builder: Frank A. Walker

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick

Roof: Rubber membrane

Outbuildings/Secondary Structures: Office, Winding and Braiding Loft, Ropewalk

Major Alterations (*with dates*): Ropewalk was divided into 3 free-standing structures (2000s)

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 7.4

Setting: The Lambeth Rope Company complex occupies a long, narrow, level lot in a light industrial and commercial neighborhood. The lot fronts Tarklin Hill Road, and is flanked by the New Bedford Main Line railroad right-of-way to the east and by a small fire pond to the west. The north edge of the parcel is wooded.

Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year*): December 2012

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

627-637 TARKLIN HILL ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0641

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.*

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

The Lambeth Rope Company Complex (MHC No. NBE.641) is made up of three vernacular industrial buildings: the Office, the Winding and Braiding Loft, and the Ropewalk. These last two buildings are connected in a headhouse and shed configuration. A fourth building on the land parcel, the Freight House, is a railroad-related structure that was is not historically associated with the rope company. Open areas within the parcel are paved with asphalt.

The Office is a one-story, five-bay-by-five-bay, brick building constructed in a typical early twentieth century industrial vernacular style. Its irregular rectangular plan faces south toward Tarklin Hill Road and is organized into a main block to the east and a wing to the west. A shed roof ell has been added to the north (rear) elevation and the wing expanded on its south side with a flat-roofed addition. The cross-hipped roof is sheathed with slate shingles and capped on the main block with a painted iron vent and flanking skylights. A hip roof dormer is located on the rear roof slope. The primary entry is located within a small projecting brick vestibule that extends from the center of the south elevation. A modern aluminum and glass door is set within a plain metal channel surround. The walls are laid in common bond with occasional Flemish bond courses and have a corbelled cornice. The rectangular window openings have quarry-faced granite window sills and lintels and are now filled with modern, one-over-one replacement aluminum units. Some window openings on the south elevation are now combined to form larger commercial-type openings. A modern awning runs across the front of the building. The foundation is poured concrete.

The Winding and Braiding Loft is a typical early-twentieth century industrial vernacular building with load-bearing brick exterior walls and an iron and wood timber internal frame of fire-resistive construction. The two-story, six-bay-by-eight-bay, mill loft has an irregular rectangular plan with a three-story stair tower on the west elevation and a one-story ell and high square chimney on the north elevation. The chimney has a flared top accented with drip corbelling. The subtly-pitched "flat" gable roof has open soffits, with wood ogee-profile cornice molding and exposed beveled rafter tails. The brick walls are laid in common bond and feature regularly spaced, tall window openings with segmental arch window openings. The walls extend to grade, with no visible foundation. Original windows are fifteen-over-fifteen, double-hung, wood sash in the main block of the mill, and various configurations of multi-light wood sash in the stair tower and ell. The windows have narrow wood brickmolds and wood sills. Approximately 50 percent of the window sash has been replaced with aluminum units with multi-light fixed or awning configurations.

The Ropewalk is a long, narrow, one-story building measuring about 800 feet long and 35 feet wide. The building was formerly attached to the rear (north) elevation of the Winding and Braiding Loft, but has been detached from that building and also subdivided into three free-standing structures by means of demolition of roughly 20 to 25-foot segments of the Ropewalk. The building has a shed roof with rubber membrane sheathing, open soffits with replacement plank cornice molding, and beveled rafter tails. Walls are brick laid in common bond with regularly-spaced windows set high on the east and west elevations. The windows have brick segmental arch lintels, wood sills, and ten-light fixed wood sash. As constructed, multiple wood and iron queen post trusses were used to support the ceiling and create clear-span interior spaces. Some of these trusses have now been replaced with wood posts. Numerous windows have been replaced with modern, vertical-lift garage doors on the Ropewalk's east elevation.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

627-637 TARKLIN HILL ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0641

HISTORICAL NARRATIVE:

Lambeth Rope Company of New Bedford was established in 1893 for the manufacture of Lambeth Cotton Transmission Rope and Lambeth Mill Bandings, specialized products used for mechanical power transmission systems in textile mills and factories. The patent(s) for this product were held by the English firm of Thomas Hart, Ltd., which was founded in 1789 for the manufacture of rope drive products. There does not appear to have been any association of personnel between the two companies. Between 1893 and 1918, the company constructed the three extant buildings historically associated with rope manufacture. The mill architect was Frank A. Walker, who is not included in standard twentieth-century biographical dictionaries. The Lambeth Rope Company was a sister corporation to the Bennett Manufacturing Company and Columbia Spinning Companies of New Bedford. Following the death of Frank R. Hadley, the president of all three firms, in 1907, financial irregularities were found in the sister company that resulted in the reorganization of the Lambeth Rope Company. In 1905, the New England Cotton Yarn Corporation acquired most of the stock in the firm. Demand for rope drive products experienced a steady decline after World War I due to the demise of regional manufacturing and the widespread adoption of electric power for industrial machines. Subsequently, Lambeth Rope Company diversified into synthetic rope products for commercial fishing and other specialty applications. The company ceased operation about 1988 and, after a ten-year vacancy, was acquired by the current occupant, who also acquired the neighboring Freight House (Allen 1999; *American Wool And Cotton Reporter* 1919:633; Anonymous 1934; Boston Evening Transcript 1897:2; *The Gazette* 1939:17; Massachusetts Bureau of Statistics of Labor 1897:231; Sanborn Map Company 1924; *Textile World Record* 1905:170; Wadlin 1900:31).

The Lambeth Rope Company was a relatively late surviving example of New Bedford's rope and cordage trade, which was primarily fueled by the city's nautical economy. New Bedford Cordage Company, established 1842 between Court, Park, Ash, and Kempton streets (no longer extant), was a primary example of this business, although there were multiple small ropewalks documented in the city during the nineteenth century. Lambeth Rope Company supplied the city's textile and manufacturing economy, not maritime pursuits, which explains its late success relative to the cordage industry at large. Prior to the advent of compact, powerful electric motors that could power manufacturing equipment; the predominant mode of power transmission within mills and factories was through mechanical drive trains. English precedent for these systems was iron gears and shafting. In the United States, such systems were largely supplanted by leather belts and pulleys, which proved more adaptable to American limitations on materials and technology, and structural engineering. The use of rope for power transmission was uncommon in both countries throughout mid-nineteenth century but began to receive serious study in the latter part of the century, particularly after 1890. Such systems were found to have advantages over leather belting in their lower first cost, higher efficiency, their relative elasticity that provided smoothness and evenness of power, facility for distributing power to multiple drives within a factory, quiet working, and the ease of repair. These advantages were especially noteworthy in situations where there were irregular floor plans, or where high drive speeds or large amounts of power were necessary. Lambeth Rope had a high reputation in its field for flexibility and long-wearing properties. The rope was constructed of four strands of cotton, each strand being formed of a bundle of hundreds of lightly-twisted, fine yarns that were protected with outer spiral wrapping of yarns to shield the interior core bundles (Flather 1900:1-5; 83; Hunter and Bryant 1991:130-133; Pease and Hough 1889:169-170).

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

627-637 TARKLIN HILL ROAD

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.0641

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INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

627-637 TARKLIN HILL ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0641



Lambeth Rope Company Office



Lambeth Rope Company Winding and Braiding Loft

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

627-637 TARKLIN HILL ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0641



Lambeth Rope Company Ropewalk

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

627-637 TARKLIN HILL ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0641

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI December 2012

The criteria that are checked in the above sections must be justified here.

The Lambeth Rope Company complex is recommended eligible for National Register listing under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex, as a manufacturer of a specialized mill product, is significant for its associations with New Bedford's economically-significant textile industry. Under Criterion C, the complex represents an unusual example of a specialized rope manufacturing facility, including a rare surviving ropewalk building in the city. No other ropewalks are documented for New Bedford in the MHC's Inventory.

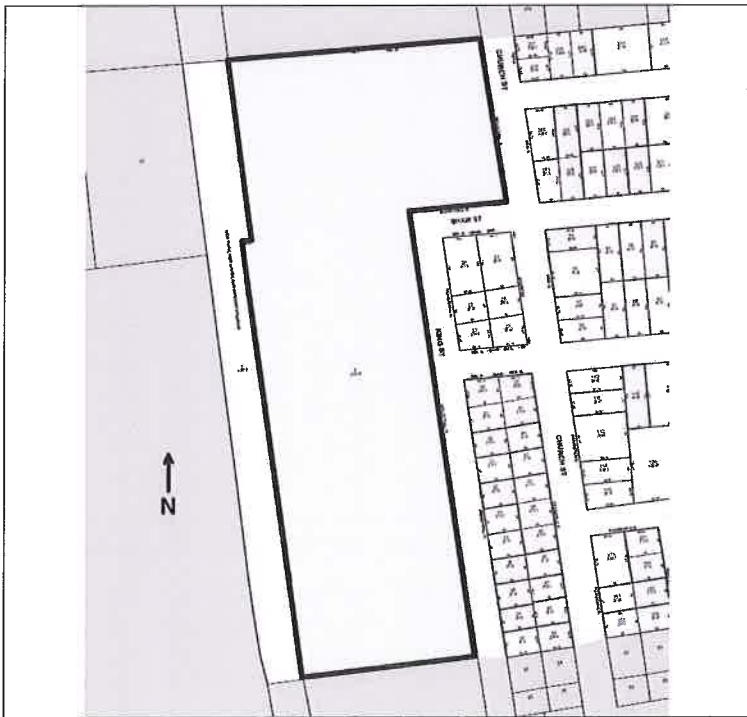
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

113 -99

New Bedford
North

NBE.633

Town/City: New Bedford

Place: (*neighborhood or village*):

Address: 117 King Street

Historic Name: Manomet Mill #4 - Manomet Tire Cord
Fabric Mill

Uses: Present: Industrial

Original: Manufacturing

Date of Construction: 1919

Source: Mendes 1977, Dixon 2012

Style/Form: Vernacular industrial

Architect/Builder: Charles R. Makepeace

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick

Roof: Built-up tar and grave/rubber membrane

Outbuildings/Secondary Structures: Spinning Mill
Office, Boiler House, Picker Mill

Major Alterations (*with dates*):

Addition of Butler-type prefabricated structure on Spinning
Mill, date unknown.

Condition: Fair

Moved: no ☒ yes ☐ **Date:**

Acreage: 10.67

Setting: Manomet Mill # 4 is a large, four-block-long textile manufacturing complex situated between the New Bedford Main Line railroad right-of-way to the west and King and Church Streets to the East. Additional industrial properties and warehouses flank the complex to the north and south. The mill parcel is paved with asphalt along the north, east, and south sides and surfaced with gravel at the rear of the property. A large parking lot occupies the area between the mill and Church Street. Chain link fence surrounds the parcel.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

117 KING STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0633

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION**

Manomet Mill #4 (MHC No. NBE.633) consists of four buildings organized and connected north to south as follows: the Spinning Mill, Office, Boiler House, and Picker Mill. The Spinning Mill, Boiler House, and Picker Mill are typical, early twentieth-century, brick, vernacular industrial lofts executed with fire-resistive construction techniques. They are noteworthy for their massive scale and imposing presence. All of the buildings have subtly-pitched "flat" roofs with shallow brick and granite parapets and corbelled brick cornices. The walls are laid in common bond with occasional Flemish bond courses and divided into ranks of closely-spaced window bays with shallow brick piers. The tops of the piers are corbelled outwards to form hoods over the windows on the top floor of each building. Windows on the top floors have brick segmental arch lintels and granite sills. Windows on intermediate floors and the ground floor have rectangular openings with no lintels and granite or concrete sills. The window openings extend the full width of the bays and are filled with wood multi-light sash with arched windows above the transom on the top floor. Foundations are poured concrete and raised above grade level to form a water table.

The three-story, 72 bay-long by 12 bay-wide (168 foot-wide, 892 foot-long) Spinning Mill is the largest of the buildings in the complex. The upper floor of this loft is lit with a narrow row of sawtooth monitors along the center of the roof. A shallow-projecting entry surround extends across four bays and all three floors at the center of the mill's facade. The entry is topped with a raised parapet with inset brick crosses and flanked with blind brick arches. The doorways are now covered by a large Butler-type prefabricated addition that extends across the north half of the east facade. An entry at the southeast corner of the mill is capped with a heavy bracketed wood canopy and consists of a two segmental arched openings filled with replacement aluminum doors and surrounds. A one-story brick machine shop and transformer house with attached railroad loading docks extend across the west elevation.

The Picker Mill extends south from the southeast corner of the Spinning Mill. This is a two-story, 10-bay-by 26 bay (87 foot-wide, 108 foot-long) industrial loft. Two dust collectors on metal towers are mounted to the west elevation of the building and metal ductwork from the collectors extends to outlets on the roof of the Picker Mill. A majority of the windows have been replaced or the openings filled with concrete block.

The Boiler House is a two-story, 8-bay-by-13-bay (31-foot by 43-foot) building attached to the rear (west) elevation of the Picker Mill. A round brick chimney is attached to the north elevation and three cylindrical sheet metal stacks are set in the roof where it intersects with that of the Picker Mill. A Butler-type prefabricated steel and poured concrete truck loading dock extends across the south elevation of the Boiler House.

The Office is attached to the south end of the east elevation of the Spinning Mill. This 4-bay by 5-bay (55-foot by 68-foot) brick building has a flat roof, a paneled brick parapet with granite coping, and brick dentil moldings. The walls are laid in common bond with splayed flat brick arches above the door and window openings. Window sills are hammered granite. The foundation is poured concrete and serves as a water table. Matched doorways are set in the north and south elevations of the Office and utilize unpainted aluminum doors and surrounds.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

117 KING STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	NBE.0633
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HISTORICAL NARRATIVE

Manomet Mill No. 4 was constructed in 1920 with design services provided noted industrial architect C.R. Makepeace. The mill is the last of several large textile manufacturing plants developed by William Whitman, who was deeply involved with the New Bedford cotton industry. Whitman (1842-1928) was a Canadian native who emigrated to Boston and subsequently became involved at a managerial level with mills in Lawrence. In 1889, he became managing partner of Harding, Whitman & Company, which, by 1909, he reorganized as the William Whitman Company. Other manufacturing concerns operated by the William Whitman Company in New Bedford included the Nonquitt Mills, Whitman Mills, and Nashawena Mills. Harding, Whitman & Company incorporated Manomet Mills in 1903 with a substantial capital of \$3,000,000. The firm constructed Manomet Mill No. 1 in 1903, Manomet Mill No. 2 in 1907, and Manomet Mill No. 3 in 1916. In 1917, he erected the massive Belleville Warehouse adjacent to the Manomet Mill No. 4. The warehouse, which supplied all of Whitman's New Bedford mills, has previously been determined eligible for listing in the National Register due to its associations with Whitman. None of the Manomet plants produced a finished cloth from raw cotton. Rather, they produced spun yarns that were sold wholesale by Harding, Whitman & Company and later by the William Whitman Company to other textile manufacturers in the Northeast region. Products from Whitman's mills upheld New Bedford's reputation as a producer of high-quality and specialty textiles and the Manomet Mills prospered during the first two decades of the twentieth century. Automobile manufacturing provided new niche markets for the firm, which dedicated Mill No. 4 to tire yarn production. In the 1920s, The Manomet Mills, along with the rest of New Bedford's textile industry, began to suffer from increased market saturation as competing companies opened production facilities in the South and overproduction began to drive down market prices. The firm sold Mill No. 3 to Nashawena Mills in 1925, Mill No. 4 to Firestone in 1927, and Mill Nos. 1 and 2 to the Delaware Rayon Company in 1928. The Firestone Tire and Rubber Company owned Mill No. 4 from 1927 to 1967 and used it for textile manufacturing and, after 1953, for weapons manufacturing. The Chamberlain Manufacturing Company purchased the plant in 1967 for defense production and sold the facility in 1999 to CMC New Bedford, LLC. The mill is currently inactive (Dixon 2012, Healey 1977a, 1977b; Mendes 1977; MHC 1987; Sanborn Map Co. 1906, 1924, 1950).

Charles R. Makepeace was a renowned industrial architect in North America. He attended, but did not graduate, at Trinity College (now Duke University) and gained experience of textile operations through his experience at his father's factory in North Carolina. In 1885, he joined the engineering firm of D.M. Thompson in Providence, Rhode Island, which he would later reorganize as C.R. Makepeace & Company. The firm specialized in the design, engineering, and equipping of textile mills and powerhouses and constructed over 250 such facilities in the United States and abroad. Manomet Mill No. 4 exemplifies early twentieth-century, large-scale mill loft design through its use of fire-resistive construction techniques, layout of buildings to maximize production efficiency, articulation of facades to maximize fenestration, massive scale, and use of materials (Dixon 2012).

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

117 KING STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0633

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INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

117 KING STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0633



Manomet Mill No. 4 Spinning Mill (right) and Office and Picker Mill (left).



Manomet Mill No. 4 Picker Mill.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

117 KING STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0633



Manomet Mill No. 4 Office.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

117 KING STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0633

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

Manomet Mills Cotton Mill No. 4 is recommended eligible for the National Register under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the building is associated with one of New Bedford's leading early twentieth-century textile companies – William Whitman Company, and also gains additional significance for its association with the Firestone Tire and Rubber Company, another important company in the twentieth-century economy of southeastern Massachusetts. Under Criterion C, the loft complex is significant as a work of industrial architect Charles Makepeace and as an outsized example of textile mill construction in the city during the early twentieth century.

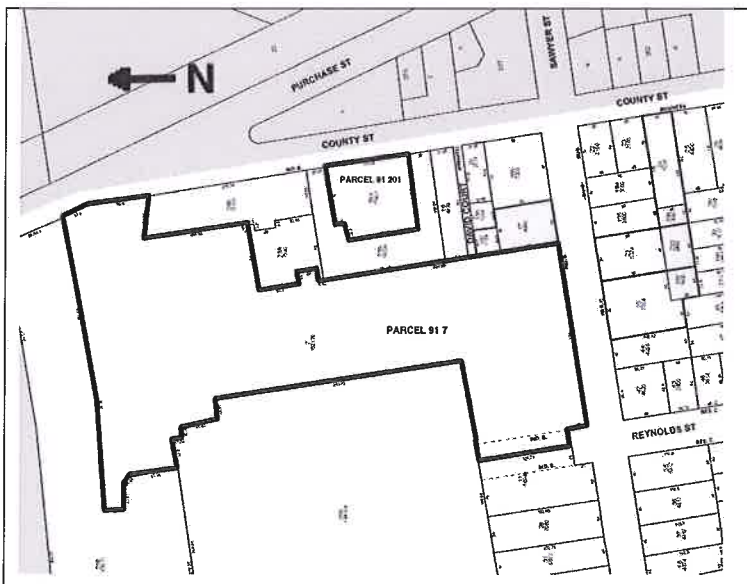
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: J. Daly, A.Cahoon
Organization: PAL
Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

91-7,201,205,206,
238, 239

New Bedford
North

NBE.612

Town/City: New Bedford

Place: (*neighborhood or village*):

Address: 1125-1129 County Street

Historic Name: Pierce Brothers Textile Mill Complex

Uses: Present: Commercial/manufacturing

Original: Industrial

Date of Construction: 1909

Source: Butts 1977, Stone 1930

Style/Form: Vernacular industrial

Architect/Builder: Unknown

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick

Roof: Built-up tar and gravel/rubber membrane

Outbuildings/Secondary Structures: Connected: Store House, Card Room, Main Mill, Boiler House with Engine Room. Free-standing: office

Major Alterations (*with dates*):

Demolition of Weave Shed –unknown date

Condition:

Moved: no ☒

yes ☐ Date:

Acreage:

Setting: The Pierce Brothers Textile Mill complex occupies a sloping lot on the west side of the New Bedford Main Line at the intersection of Purchase and County Streets. Light industrial properties adjoin the complex parcel to the north, east, and west. A dense neighborhood of late-nineteenth and early-twentieth century multi-unit residential properties is located to the south of the complex. The interconnected buildings are accessed via asphalt-paved driveways and parking areas. At the rear (west) side of the property, a large historic-period weave shed has been demolished and replaced with a paved parking lot.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD 1125 – 1129 COUNTY STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0612

☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

The Pierce Brothers Textile Mill complex (MHC No. NBE.612) is a grouping of four connected buildings (east to west: the Store House, Card Room, Main Mill, and Boiler House and Engine Room) and a free-standing Office located in the southeast corner of the property. The early twentieth-century, vernacular industrial textile buildings are all executed in typical brick and wood timber fire-resistive construction with varied massing and design details to accommodate buildings' differing functions. Each rectangular-plan building has a subtly-pitched "flat" gable roof with open soffits, wood plank cornice moldings (typically clad in aluminum or vinyl), and exposed beveled rafter tails. The load-bearing walls are brick laid in common bond with occasional Flemish bond courses. The brickwork extends to grade on all buildings, which are presumably supported on concrete foundations. Walls of manufacturing buildings within the complex have shallow projecting piers between window bays, while the Store House and Boiler House/Engine Room have flat brick walls. The regularly-spaced window openings have brick segmental arched lintels and quarry-faced granite sills. The window sash in the majority of the buildings, excepting the Store House, has been replaced with a variety of aluminum replacement sash units that do not replicate the appearance of the original windows.

The Office is a four-bay-by-seven-bay, two-story, loft-type structure. The soffit has been enclosed with vinyl. An aluminum and glass entry door and surround are centered on the south elevation below a wood canopy. A second entry is enclosed within a plywood vestibule at the northeast corner of the building.

The Store House is a five-story, fifteen-bay-by-three-bay, storage warehouse with an attached four-bay by four-bay Picker House at the north end. The two portions of the building are divided by a brick firebreak wall that extends above the roof line. The warehouse portion of the building has arched window openings of a small size typical for the building type that retain a majority of their four-light awning or hopper windows. Circular masonry washers are prevalent across the building's elevations. The primary entry is on the east elevation and consists of a single wood panel door recessed within a brick segmental-arched opening with a granite step. The door of a loading bay adjacent to the entry has been replaced with an aluminum and glass door and surround. The Picker House is of typical loft construction and has a large brick ventilation stack at its northwest corner.

The Card Room is a one-story, eight-bay-wide building that connects the Store House and Main Mill. It has a single sawtooth monitor extending across the west side of the roof. The large window openings are now filled, and one opening has been converted to a truck loading dock. A shed-roofed, enclosed truck loading dock covers half of the north elevation of the building. The building rests on a raised poured concrete foundation.

The Main Mill is a massive, three-story, 35 bay-by-9-bay loft at the center of the complex. Solar panels have been added atop the roof. The window openings extend the full distance between the piers. A truck loading dock and elevator or stair tower has been added to the north elevation of the building. A small, three-bay, truck loading dock under a shed roof extends off the southwest corner of the building.

The Boiler House/Engine Room extends from the northwest corner of the Main Mill. This six-bay by three-bay loft has irregular rectangular plan with a cylindrical brick stack rising from the northeast corner of the building. A loading bay with a vertical lift roll door is set in the north elevation. Machinery access bays are set at grade on the west elevation. Windows openings are set high on the west and east elevations.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD 1125 – 1129 COUNTY STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0612

HISTORICAL NARRATIVE

The Pierce Brothers Ltd. was one of two companies held by New Bedford's Pierce family. First to be established was the Pierce Manufacturing Corporation in 1892. Founder Albert Granville Pierce was formerly the agent of the Wamsutta Mills, a pioneering New Bedford cotton mill, and a former city mayor. His sons Andrew G. Pierce, Jr. and Albert R. Pierce were also officials in the company, which manufactured fine cotton and silk goods. At the peak of its prosperity, Pierce Manufacturing Corporation was one of the largest textile companies in the city. Brothers Andrew Pierce, Jr. (president), Albert (agent), and Edward T. Pierce (treasurer) founded the Pierce Brothers Limited in 1909 to manufacture of fine cotton products such as umbrella cloth and architectural tracing cloth. Although smaller in capital and production than the parent company (and several other of the city's textile corporations), the firm continued New Bedford's tradition of focusing on high-quality, specialty cotton fabrics manufactured in an integrated plant that converted raw materials to finished goods. In this instance, the company produced umbrella cloth and architect's tracing cloth. The firm was founded at the apex of the city's textile boom, and prospered through the 1920s, employing 400 employees by 1930. Thereafter, Pierce Brothers, along with the rest of New Bedford's textile industry, began to suffer from increased market saturation as competing companies opened production facilities in the South and overproduction began to drive down market prices. The mill closed during the Depression, but reopened in 1937 under the direction of Fred W. Steele, former treasurer and agent of the Booth Mill, another New Bedford textile concern. In 1947, production machinery in the company was dismantled and in 1949, Pierce Brothers Ltd. was liquidated. The building was sold at auction to the Crescent Corporation, which subsequently divested portions of the real estate. Sunray Weavers, a subsidiary of Pierce Terminal, LTD took over the weave shed for rayon cloth production for a brief period before it passed to a furniture company and was later demolished. Other portions of the complex ultimately passed to the Cliftex Corporation and ownership of the complex is now divided between 69 Main Street, LLC and the Suburban Realty Corporation. The space is used by business and light industrial tenants. (Butts 1977; Crapo and Taber 1937:n.p.; Lamb 1916:35; New Bedford Whaling Museum 2011; Sanborn Map Co. 1924, 1950; Stone 1930:208).

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INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD 1125 – 1129 COUNTY STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0612



Pierce Brothers Textile Mill Store House, Card Room, Main Mill, and Boiler House/Engine Room (left-right).

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD 1125 – 1129 COUNTY STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0612

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

Pierce Brothers Textile Mill Complex is recommended eligible for National Register listing under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex is significant for its associations with New Bedford's significant early-twentieth-century textile industry, having been founded by one of the leading textile families, the Pierce Brothers, in the city. Under Criterion C, the complex presents a nearly-intact example of an early twentieth century integrated textile manufacturing facility incorporating well-preserved examples of fire-resistive brick mill loft architecture.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

91 199

New Bedford
North

Town/City: New Bedford

Place: (neighborhood or village):

Address: 1097 County Street

Historic Name: Christ Presbyterian Church

Uses: Present: Ecclesiastical

Original: Ecclesiastical

Date of Construction: 1924-1950 (Moved or Constructed)

Source: Sanborn Map Company 1924; 1924-1950

Style/Form: Gothic Revival

Architect/Builder:

Exterior Material:

Foundation: Concrete Block

Wall/Trim: Vinyl

Roof: Asphalt Shingle

Outbuildings/Secondary Structures: None

Major Alterations (with dates): None

Condition: Good

Moved: no ☐ yes ☒ **Date:** 1924-1950 (May Have Moved)

Acreage: 0.17

Setting: Set on the corner of Sawyer Street and County Street in a predominantly residential, urban neighborhood, the building faces the New Bedford Main Line right-of-way, which is located 250 feet east.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

1097 COUNTY STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

The Christ Presbyterian Church is a rectangular, wood-framed, one-and-one-half-story, gable-front Gothic Revival style building with a one-room rear addition either constructed or moved to its present location between 1924 and 1950. The church has a small, steeply-pitched, hipped-roof, enclosed belfry that sits on the ridgeline of the asphalt roof, vinyl siding, and a raised rusticated concrete block foundation. Large brackets line the overhanging eaves. A prominent, full-width concrete staircase leads from County Street to two main entrances with gabled roofs, rounded arch lights, Gothic arch verge boards, pendants, and large brackets. The facade bears a central paired Gothic arch window with a carved wood lintel adorned with a fleur-de-lis. A tall and narrow brick chimney pierces the roof of the rear addition. Fenestration is regular, with simple rectangular openings, replacement doors, and 1/1 replacement windows. The original small rear addition is detailed similarly to the main block and contains a secondary front-gabled entrance.

HISTORICAL NARRATIVE

On the corner of Sawyer Street and County Street, the simple, wood-framed, Gothic Revival style Christ Presbyterian Church with a small, rear addition was either constructed or moved to its present location between 1924 and 1950, during a time when New Bedford's population peaked. As the Gothic Revival style was popular in the United States from 1840 to 1880, this property is a late example of its type (provided, it was constructed rather than moved from a previous location).

In New Bedford, the Gothic Revival style was most prevalent in residences of the 1840s. The best-preserved and widely identified example in the area is the Gothic Cottage-style William J. Rotch House (MHC No. NBE.210), constructed by renowned architect, A.J. Davis. Gothic Revival style churches were constructed in New Bedford in the mid-nineteenth century, including the granite-block, First Congregational Church (MHC No. NBE.2733, 1838), also by Davis, and the wood-framed, high-style First Congregational Church at Lund's Corner (MHC No. NBE.561, 1867), and into the late nineteenth century. with the Grace Episcopal Church (MHC No. NBE.2720, 1880) constructed by Boston Architects Van Bunt and Howe. By the twentieth century when the Christ Presbyterian Church was established, New Bedford's churches were usually Catholic in denomination and typically constructed in the Eclectic style, specifically Colonial Revival, Neoclassical, and even Tuscan (MHC 1981, Sanborn Map Company 1924; 1924-1950; Walker 1911). Little is known about the social history of the Christ Presbyterian Church. Today, the property operates as a Spanish Seventh Day Adventist Church.

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Continuation sheet 1

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

1097 COUNTY STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☐ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Christ Presbyterian Church is eligible for listing in the National Register of Historic Places under Criterion C as an excellent, intact, local example of a wood frame, Gothic Revival style building. Although it is unclear whether or not the property was constructed or moved from another location between 1924 and 1950, the Christ Presbyterian Church is a unique early to mid-twentieth century, Gothic Revival building in the town of New Bedford. Character-defining features include Gothic-arch vergeboards, pendants, and large brackets with a central paired Gothic arch window and a carved wood lintel adorned with a fleur-de-lis.

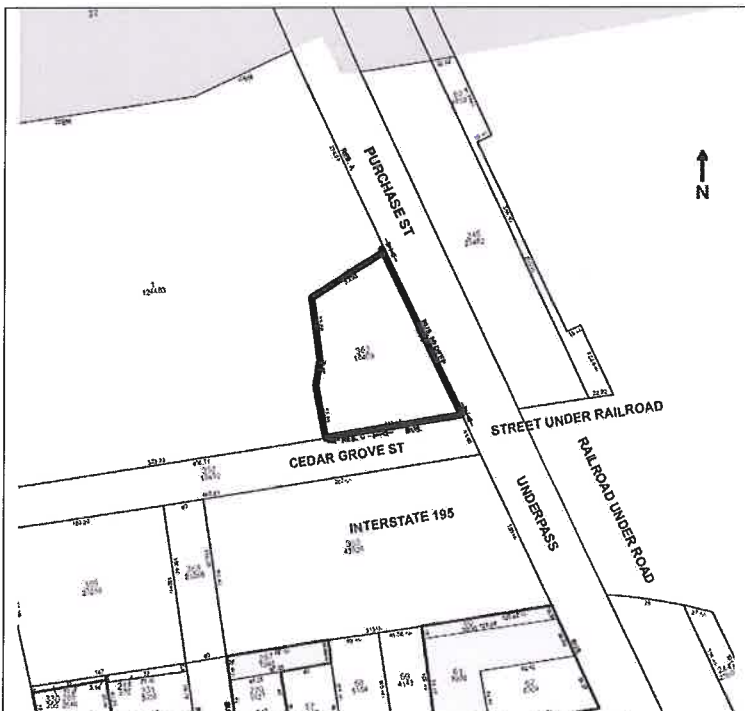
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month/year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

84 362

New Bedford
North

Town/City: New Bedford

Place: (*neighborhood or village*):

Address: 2071 Purchase Street

Historic Name: Engine House No. 10

Uses: Present: Unknown

Original: Institutional

Date of Construction: Circa 1910

Source: Style/Visual Inspection; Sanborn Map Company
1906; 1924; Walker 1911

Style/Form: Renaissance Revival

Architect/Builder: Louis G. Destremps

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick/Concrete

Roof: Asphalt

Outbuildings/Secondary Structures: Detached 60-foot
brick tower constructed in 1941.

Major Alterations (*with dates*): None

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.38

Setting: The building is located at the northwestern corner of Purchase Street and Cedar Grove Street, along the major thoroughfare, Route 195, within a mixed residential and commercial urban area. It is approximately 75 feet west of the New Bedford Main Line right-of-way.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

2071 PURCHASE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

Engine House No. 10 is a rectangular, two-story, three-bay by seven-bay, hipped-roof, brick Renaissance Revival style building constructed circa 1910 with a single story flat-roofed smoking room addition, and a six story drill tower constructed in 1941. The station sits on a sloping lot with a single deciduous tree in the southeastern corner. The building has an asphalt roof with copper flashing; deep, overhanging bracketed eaves; common bond brick walls, and a concrete foundation. The east-facing facade has a hipped dormer sitting on the roof, concrete quoins, two character-defining bay doors, wide flanking concrete pilasters, and first story concrete block sheathing. The segmental arched bay doorways have concrete lintels and wood paneled double doors with large glass panes. The second story features two flanking bay double-hung wood sash windows flanking a singular double hung six-over-six wood sash window, all framed with concrete quoined concrete blocks. The fenestration on the remainder of the building is regular, with six-over-six double hung wood sash windows with brick lintels and concrete sills. The one-story flat-roofed addition has a recessed segmental arch entry and a concrete water table. The squared drill tower has wide, segmental arch window openings. The topmost portion of the tower features wide, rectangular window openings with concrete sills.

HISTORICAL NARRATIVE

In 1908, locally prominent architect Louis Destremps was commissioned by the City of New Bedford to design the city's Engine House No. 10 at 2071 Purchase Street on the corner of Cedar Grove Street. Destremps' plans for a rectangular, two-story, three-bay by seven-bay, hipped-roof, brick Renaissance Revival style building with a single story flat-roofed smoking room addition. The plans materialized around 1910, when Engine House No. 10 was erected on the very southeast corner of land owned by the New Bedford Water Works with a double hydrant installed just north of the building. By 1924, the city laid out plans for a drill tower 60 feet in height. The tower was not built until 1941 (Sanborn Map Company 1906; 1924; Walker 1911).

A few years earlier, Destremps also provided the plans for City of New Bedford Engine No. 3 (MGC No. NBE.2788) at 834 Kempton Street. This property was constructed by 1904 with a rectangular form, hipped-roof, single-story attached entrance, drill tower, and rounded-arch openings. There are other fire stations in New Bedford similar in design to the Engine House No. 10, including the engine house on the southeast corner of Durfee Street and Mount Pleasant Street, Engine No. 8 House (MHC No. NBE.2855) and Fire Station No. 4-Howland, Cornelius Engine Co. (MHC No. NBE.1111), designed by architect Frank Avrelino in 1867. Constructed in 1910, Engine House No. 10 is the latest of these identified existing fire stations (Swetland Publishing Company 1908:161; Ellis 1890:214; Sammarco 1997:17-19; Sanborn Map Company 1888; 1895; 1906; 1924; Walker 1911).

Destremps designed institutional buildings in Fall River, New Bedford, Swansea, and North Attleboro, ranging from Catholic Church complexes to armories. Within New Bedford, he provided the city with plans for at least five other buildings, including the New Bedford Central Police Station (MHC No. NBE.13), New Bedford Gas and Edison Light Company (MHC No. NBE.1075), Union Street Railway Car Barn (MHC No. NBE.198), Bristol County Third District Court (MHC No. NBE.34), and the Jireh Swift Elementary Schoolhouse (MHC No. NBE.560). In these properties, Destremps dealt primarily in the revival styles—Classical, Colonial, and Renaissance.

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Continuation sheet 1

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

2071 PURCHASE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

2071 PURCHASE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Engine House No. 10 at 2071 Purchase Street is eligible for listing in the National Register of Historic Places under Criteria A and C at the local level. Under Criterion A, the building, constructed around 1910, has important historical associations with the development of city-sponsored public services in New Bedford, while under Criterion C, the station is an excellent and intact example of early-twentieth-century fire station design. The property is a well-preserved example of the work of locally prominent architect, Louis Destremps, who was commissioned by the City of New Bedford to design the building in 1908.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (month / year): December, 2012

Assessor's Number USGS Quad Area(s) Form Number

92-45

New Bedford
North

NBE.613

Town/City: New Bedford

Place: (neighborhood or village):

Address: 19 Jean Street

Historic Name: New Bedford Cotton Storage Company
North Stores Warehouse and Annex

Uses: Present: Industrial

Original: Industrial

Date of Construction: 1910 - 1924

Source: Stone 1930

Style/Form: Vernacular industrial

Architect/Builder: Unknown

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick

Roof: Built-up tar and gravel/rubber membrane

Outbuildings/Secondary Structures: Annex

Major Alterations (with dates):

Removal of covered railroad freight platform (date unknown)

Condition: Fair

Moved: no ☒ yes ☐ **Date:**

Acreage: 1.507

Setting: The New Bedford Cotton Storage Warehouse Company occupies a 1.5-acre urban lot south of Sawyer Street. The warehouse directly abuts the New Bedford Main Line railroad right-of-way.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

19 JEAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.613

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION**

The New Bedford Cotton Storage Warehouse Company – North Stores and Annex Building (NBE.613) consists of two warehouses separated by a paved parking lot. The North Stores is an outsized example of a typical early twentieth-century storehouse executed in fire-resistive mill loft-type construction. The six-story structure towers over neighboring buildings and is 10 bays wide (108 feet) and 30 bays (373 feet) long. Its shallow-pitched “flat” roof has a low brick parapet and a prominent four-story stair tower. The brick walls are divided into bays on the north and west elevations with shallow projecting piers. A majority of the small, segmental arch widow openings retain their wood six-light sash. There are no windows on the west and south elevations. The east elevation has a row of segmental arch windows in the ground floor for the office, where the primary personnel entry is set into a deep, unornamented brick surround. Loading bays extending the full height of the building on the north elevation and retain most of their two-leaf wood panel doors divided by cast concrete sills and lintels. A covered freight platform adjoining the tracks has been removed. The Warehouse is divided transversely via brick firewalls into seven different storage areas. The Annex, located to the north of the Warehouse, is a one-story structure with a rectangular plan measuring 82 by 164 feet. It has a shallow-pitched shed roof with plank fascia boards and a projecting shingled tower at the southwest corner (the former connection point of a pedestrian bridge to the North Stores). The rusticated concrete block walls are blank on the west and east elevations, excepting a newly-cut garage bay on the west. The north elevation has two vehicle doors and a grouping of two windows and a personnel door at its east end. These openings have concrete surrounds and are now filled with panels. The Annex is divided into two storage areas by a firebreak wall.

HISTORICAL NARRATIVE

The New Bedford Cotton Storage Warehouse Company constructed its North Stores Warehouse (NBE.613, see related form) facility ca. 1910 alongside the tracks of the New York, New Haven & Hartford Railroad and, by 1924, had expanded it with the Annex Building for paper and twine storage. The company was established in 1910 and its leadership included textile industrialists within the city. It pioneered the public warehousing business in New Bedford and led the city in cotton warehousing. The North Stores Warehouse was one of three built by the company in New Bedford that provided a combined floor space area of 660,000 square feet; the other two being the Terminal Stores near the city center, and the Union Stores, at the north end of the city. The warehouse was used particularly for cotton products, although it also housed some household and paper goods. Such facilities provided an essential service for the textile trade by supplying ancillary storage space for mills. They also leant fluidity and increased profitability to the cotton goods market by allowing producers and traders to hold raw materials and/or finished goods and exchange them at optimum market conditions (Sanborn Map Co. 1906, 1924, 1950; Shields 1977; Stone 1930:197-199; 217-218).

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

19 JEAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	NBE.613
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Sanborn Map Company

1906 *Insurance Maps of New Bedford, Including Fairhaven*. Sanborn Map Company, New York, NY.

1924 *Insurance Maps of New Bedford*. Sanborn Map Company, New York, NY.

1950 *Insurance Maps of New Bedford*. 1906 updated through 1950. Sanborn Map Company, New York, NY.

Shields, Robin

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Stone, Orra L.

1930 *History of Massachusetts Industries, Volume I*. The S.J. Clarke Publishing Co., Boston, MA.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

19 JEAN STREET

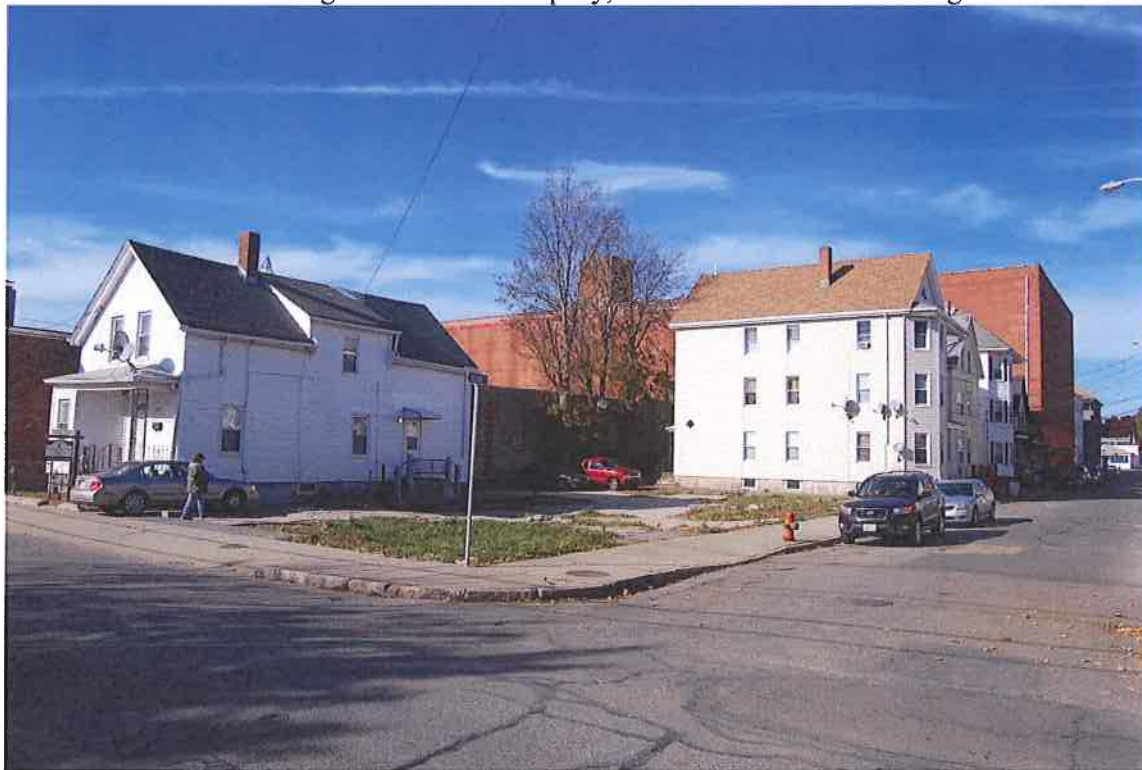
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.613



New Bedford Cotton Storage Warehouse Company, North Stores Annex Building.



Rear elevation of New Bedford Cotton Storage Warehouse Company, North Stores.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

19 JEAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.613

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI, December, 2012.

The criteria that are checked in the above sections must be justified here.

New Bedford Cotton Storage Warehouse Company North Stores is recommended eligible for listing in the National Register under Criterion A and C at the local level in the areas of industry and architecture. Under Criterion A, the building is associated with the warehousing trade in New Bedford – a critical supporting industry for the city’s significant textile businesses. Under Criterion C, the building is an outstanding example of early twentieth-century, fire-resistive mill loft construction as applied to a storage warehouse. It is an especially large example of the building form that viscerally demonstrates the huge scale of textile manufacturing in the city.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

10A-7

Taunton

Town/City: Raynham

Place: (neighborhood or village):

Address: 385 Thrasher Street

Historic Name: Dog Kennel and Track Property

Uses: Present: Vacant

Original: Residential/Commercial/Recreational

Date of Construction: 1870 (House); late 1930s (Dog Kennel and Track Property)

Source: Style/Visual Inspection

Style/Form: Vernacular/Greek Revival (House)

Architect/Builder: Unknown

Exterior Material:

Foundation: Parged Stone

Wall/Trim: Wood Shingle

Roof: Asphalt Shingle

Outbuildings/Secondary Structures:

One detached shed; remnants of one detached dog kennel

Major Alterations (with dates): None

Condition: Poor

Moved: no ☒ yes ☐ **Date:**

Acreage: 8.48

Setting: The property is located on the southwest corner of Thrasher Street and East Britannia Street, along the east side of the Stoughton Line right-of-way, 700 feet southeast of the Britannia Street railroad crossing and 850 feet west of the Taunton city boundary.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION:**

The approximately eight-acre Dog Kennel and Track Property is the site of a former dog racing complex that includes a house, small shed, and remnants of a fenced kennel and dog run, an announcer's podium, and a large, oval, dirt track that abuts the railroad line. The construction dates of the kennel, track, and run are unknown but likely date to the late 1930s. The property sits on a slightly sloping lot within a landscape of cleared land, swamp, and a mixed coniferous forest.

Constructed circa 1870, in the southeastern corner of the lot along Thrasher Street, the house is a one-and-a-half-story, five-bay by two-bay, side-gabled, wood-frame vernacular Greek Revival style building with a full-length porch, a centered brick chimney, a similarly styled rear ell gambrel roof addition and an enclosed rear entrance. The house has a side-gabled asphalt roof, wood shingle siding, and a parged masonry foundation. The south-facing facade features a prominent centered flush dormer, a molded cornice that wraps around the entire roofline with returns at the gable ends, and a full-length simple porch with wood square posts. The rear ell gambrel roof addition features a centered brick chimney and four dormers.

Approximately 70 feet northeast of the house sits small, wood-framed, gable-front shed with a low-pitched, asphalt roof and wide, wood plank siding. At a distance of 25 feet, northwest of this shed are the remnants of the moderately-sized, wood-framed Acadian style barn used as a dog kennel. Formerly a one-story, side-gabled, wood-frame building with character-defining shed-roofed stables along either side, the property completely collapsed between 2011 and 2012. A 1.4-acre dog run with 11 remaining runs lined with chained link fences is located just to the north of the dog kennel remnants. A chain-link fence surrounds the dog kennel ruin and dog run area, while a second divided chain-link fence surrounds the area between the small shed and the dog kennel ruin. Running alongside the western boundary of the property, is a 1/4-mile dog racing track with a small, rectangular, wood-framed, enclosed announcer's podium oriented west and located just east of the track.

Currently, the entire site is vacant and the house has been mothballed.

HISTORICAL NARRATIVE

In the early twentieth-century, likely in the late 1930s, a farmstead at this site (circa 1870) was developed as a dog kennel and track. Although the history of this property is not known and the site is heavily deteriorated, the remaining historic fabric, including remnants of a fenced kennel, dog run complex, and a large, oval, dirt track with an announcer's podium, is evidence of a significant era in New England dog racing history that lasted 75 years.

With state legislation in 1935, Massachusetts became the first state in New England to conduct greyhound racing. Local dog tracks, likely to be contemporaries of the Dog Kennel and Track Property, included Revere's Wonderland Greyhound Park (1934), Taunton Dog Track (1935) and Raynham Park/Taunton-Raynham Greyhound Park (1940). Both the Raynham Park and the Dog and Kennel Track at 385 Thrasher Street were constructed on farmland. Tracks typically consisted of a kennel building to house the dogs, a racing track, and dog runs. By the 1960s, tracks were required to abide by the following provisions under state law: "a track must be located at least two miles from churches, schools and housing developments" (Telegraphy 1964:2).

Dog racing reached its height in popularity in the 1980s, when Wonderland Greyhound Park and the Raynham Park "outdrew more than twice the combined attendance of the Bruins, Celtics, and Patriots" (Temple 2011:10). But as the sport rose in popularity, public awareness brought much opposition. Although the tracks at Raynham and Wonderland had long histories, remaining active in the state until about 2009 when Massachusetts voters approved a dog racing ban, they no longer retain any historic fabric (Ebbert 2008).

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Ebbert, Stephanie

2008 "Massachusetts Voters Approve Dog Racing Ban." *The Boston Globe*. Boston, MA.

Temple, Robert

2011 *The History of Greyhound Racing in New England*. Robert Temple: United States.

The Telegraph

1964 "Tyngsboro Dog Track is Studied," *The Telegraph*. January 22. Nashua, NH.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Aerial view of the Dog Kennel and Track Property oriented east (Bing 2012).

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☐ C ☒ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012
The criteria that are checked in the above sections must be justified here.

The Dog Kennel and Track Property is eligible for listing in the National Register of Historic Places under Criteria A and D, for its associations with the Massachusetts dog track industry and for its potential to yield information related to early dog track racing in the northeast region. Although its construction date and history are not known, it likely dates to the late 1930s. This property is the singular remaining historic dog track site in the Raynham/Taunton area to have retained integrity, as other tracks had been significantly updated with non-historic alterations while active. The property is evidence of Raynham's dog racing industry around the 1930s through its remaining historic fabric, which includes a small shed, and remnants of a fenced kennel and dog run, an announcer's podium, and a large, oval, dirt track.

INVENTORY FORM CONTINUATION SHEET

STOUGHTON

PEARL STREET CEMETERY
PEARL STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.800

Prepared by PAL, December 2012

This continuation sheet is a supplement to the existing inventory form.

ARCHITECTURAL DESCRIPTION (Continued)

HISTORICAL NARRATIVE (Continued)

The Pearl Street Cemetery appears to be unchanged since the previous survey in 2002. The town-owned Pearl Street Cemetery is one of Stoughton's oldest burial grounds, with burial markers from 1737 to 1965. The earliest gravestone in Dry Pond Cemetery (STG.801), a contemporary of Pearl Street Cemetery, dates to 1747. Dry Pond Cemetery is distinguished from Pearl Street Cemetery in that it is privately-owned and 75% smaller, with approximately 175 gravestones (Berg 2002b).

In addition to confirming that the Pearl Cemetery is individually eligible for listing in the National Register of Historic Places under Criteria A, C, and Criterion Consideration D for its historical associations with the settlement and development of Stoughton, as an example of a range of eighteenth- to twentieth-century funerary art, and with potential to yield information about Stoughton's early history, Pearl Street Cemetery is also a contributing resource within the potentially National Register eligible Downtown Stoughton Area.

BIBLIOGRAPHY and/or REFERENCES (Continued)

Berg, Shary Page

2002a *MHC Burial Ground Form: Pearl Street Cemetery*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

2002b *MHC Burial Ground Form: Dry Pond Cemetery*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

INVENTORY FORM CONTINUATION SHEET

STOUGHTON

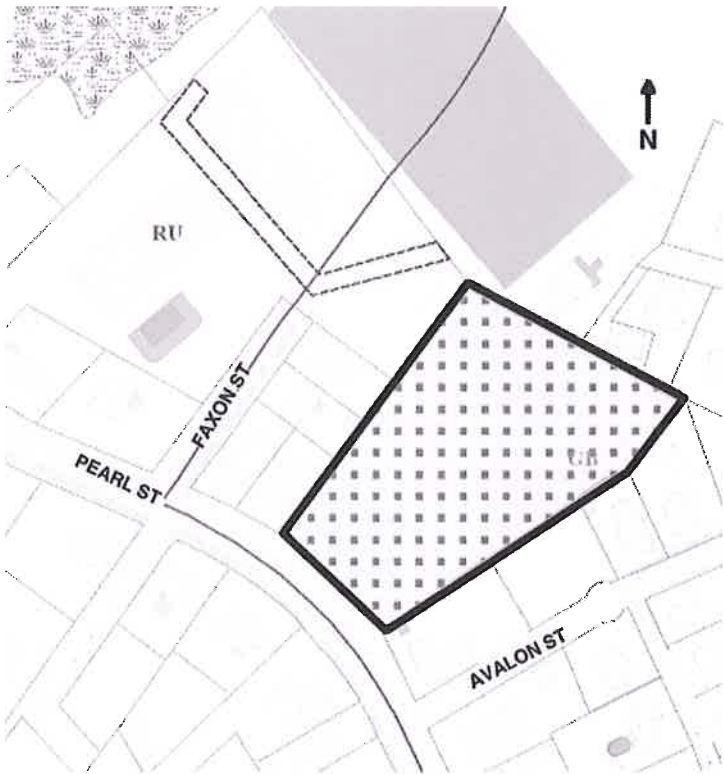
PEARL STREET CEMETERY
PEARL STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	STG.800
--	---------

LOCUS MAP



INVENTORY FORM CONTINUATION SHEET

STOUGHTON

PEARL STREET CEMETERY
PEARL STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.800



View looking north towards Pearl Street Cemetery.

INVENTORY FORM CONTINUATION SHEET

STOUGHTON

PEARL STREET CEMETERY
PEARL STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	STG.800
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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

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- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☐ A ☐ B ☐ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by _____

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No: STG.800
Historic Name: Pearl Street Cemetery
Common Name:
Address:
City/Town: Stoughton
Village/Neighborhood: Stoughton
Local No: 50-68
Year Constructed:
Architect(s):
Architectural Style(s):
Use(s): Burial Ground
Significance: Art; Community Planning; Religion
Area(s): STG.A: Stoughton Center
Designation(s):



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The MACRIS database and scanned files are highly dynamic; new information is added daily and both database records and related scanned files may be updated as new information is incorporated into MHC files. Users should note that there may be a considerable lag time between the receipt of new or updated records by MHC and the appearance of related information in MACRIS. Users should also note that not all source materials for the MACRIS database are made available as scanned images. Users may consult the records, files and maps available in MHC's public research area at its offices at the State Archives Building, 220 Morrissey Boulevard, Boston, open M-F, 9-5.

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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

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Friday, November 02, 2012 at 1:05: PM

FORM E - BURIAL GROUND

Assessor's number

50-68

USGS Quad

Norwood

Area(s)

A

Form Number

800

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125



view from Street. 2001.

Town Stoughton

Place (neighborhood or village) Pearl Street

Address or Location Pearl Street

Name: Pearl Street Cemetery

Ownership ☒ Public ☐ Private

Approximate Number of Stones 400

Earliest Death Date 1737

Latest Death Date ca. 1965

Landscape Architect None

Condition Good, some biological growth on stones

Acreage 1.6 acres

Setting Residential neighborhood north of town center

Recorded by Shary Page Berg for PAL Inc.

Organization DEM - Heritage Landscape Inventory

Date (month/day/year) December 2002

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JUL 9 2003

MASS. HIST. COM.

INVENTORY FORM CONTINUATION SHEET

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Community:
Stoughton

Property Address:
Pearl Street

Area(s)
A

Form No. 800

VISUAL/DESIGN ASSESSMENT

Pearl Street Cemetery (MHC 800) is the oldest burial ground in Stoughton. It was active from the mid-18th century through the mid-20th century and contains the graves of approximately 700 residents of the town, including members of the Capen, Gay, Guild, Holmes, Southworth and Talbot families.

The municipally owned cemetery is located on Pearl Street about 1/4 mile north of the center of Stoughton. The immediate area is largely a late 20th century residential neighborhood with houses surrounding the cemetery except on the northeast, where there is an athletic field. The busy commercial area of Washington Street lies a few blocks to the east.

The cemetery is a roughly rectangular parcel of 1.6 acres that lies on the east side of Pearl Street. Across the front is a rough-cut granite block and fieldstone wall approximately 4' tall surmounted by an iron fence about 1' tall that was installed in the 1990s. There is a pedestrian entrance near the center of the wall and a vehicular entrance at the southern end. Both entrances have tall iron picket gates that were installed in the 1990s. The north and south sides of the cemetery are enclosed by low fieldstone walls supplemented by 6' chain link fencing, which also extends around the east side of the property. The cemetery is kept locked to reduce vandalism and is opened by request.

The spatial organization of the cemetery is simple, with the burial markers laid out in irregular rows that run north/south at the front of the cemetery and east/west at the back. The headstones generally face southwest in the western part of the cemetery and southeast in the eastern part. There is an unpaved service road along the southern edge of the cemetery but otherwise there is no formal circulation system. The central area is grass with a few scattered trees, including one large oak and a large cedar near the center. There are also volunteer trees around the perimeter that screen the cemetery from adjacent properties.

There are approximately 700 recorded burials that are represented by roughly 400 burial markers. Well over half of the burials occurred in the 19th century, with a smaller number in the 18th century and only a few in the 20th. Of the nearly 400 headstones, approximately 80% are upright slates, about 15% are marble; the remainder are monuments and tombs. Roughly 1/4 of the slate headstones also have associated footstones, all of which have been relocated to immediately behind the headstones to facilitate maintenance. The headstones are relatively uniform in size and the vast majority have a shouldered main block headed by a round-arched tympanum. Some of the later stones, including nearly all of the marbles, are rectangular in shape.

The inscriptions and motifs displayed on the stones are typical for a cemetery of this period (1737-ca. 1965). Eighteenth century motifs include winged deaths heads, cherubs, and rising suns, while most of the 19th century slates display a willow and urn design. The majority of the marbles have a simple inscription with no picture or design. Footstones usually have only the initials of the deceased and perhaps a death date.

Upright headstones are the predominant type of burial marker but there are also tombs, large monuments and curbed lots, which add visual interest to the cemetery. There are seven tombs located near the northwest corner of the cemetery, all earth covered with granite fronts. There are also five earth-covered tombs located near the southwest corner. There are seven obelisks scattered throughout the cemetery and approximately the same number of large polished granite monuments. While the earlier burials occurred in individual lots, there are also family plots in the newer sections of the cemetery, three of which are enclosed with granite curbing. One of these is the Southworth/Wyman lot at the rear of the cemetery, which also has an iron fence. Several additional lots elevated about the ground plain indicate that at one time there were probably additional curbed lots.

INVENTORY FORM CONTINUATION SHEET

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Community:
Stoughton

Property Address:
Pearl Street

Area(s)
A

Form No. 800

The cemetery receives routine maintenance from the town of Stoughton. However, the town lacks the funds and technical expertise to undertake more substantial preservation treatments. The most pressing problem is the fairly extensive biological growth that has obscured many of the inscriptions and poses an imminent threat to the historical and artistic record of the headstones. There are also roughly a dozen stones that are toppled or broken.

HISTORICAL NARRATIVE

Although no stone exists to confirm the fact, local records indicate that the first burial in the area of the Pearl Street Cemetery occurred in 1737, with the interment of five children from the Estey family. The first adult burial was Anna Morgan who died in 1745. Her damaged stone has been relocated to the basement of the Stoughton Historical Society for safekeeping.

The cemetery was formally established on September 8, 1748 when Captain George Talbot gave roughly 1/2 acre of land to create a burial place. A 35' strip of land along the northern edge of the burial ground was given by Ebenezer Talbot on December 24, 1762. This was supplemented by a 20' strip of land along the southern and eastern edge that was purchased from Lt. Jonathan Capen in 1810. A small additional piece was added on the western end of the cemetery when the town straightened Pearl Street in 1835. Unlike earlier portions of the cemetery where burials had occurred in individual lots, this area was divided into ten large lots where family members could be buried together. The land to the south of the cemetery, comprising about .6 acre, was annexed in 1842 and 1846 by Rev. M.B. Ballow who sold lots of varied sizes and shapes to individual proprietors. The final addition, a narrow wedge of land at the far eastern edge of the cemetery, was given by Stephen Blake about 1846. This brought the size of the cemetery to its current 1.6 acres.

In the early part of the 20th century, the Pearl Street Cemetery gained a formidable advocate in the person of Luella D. Southworth. She was appointed superintendent of the cemetery in 1906 and continued for over 40 years, carrying on until she was into her nineties. She inventoried the graves; raised funds from local residents and descendants of those buried at the cemetery; and oversaw improvements to the once neglected site.

In 1955 the cemetery, which had previously been administered as a semi-public organization, was officially turned over to the town, which continues to maintain it. Partially in response to vandalism, improvements were made in the 1990s with the addition of an iron picket fence on top of the existing stone wall and two new gates. Most recently the Stoughton Historical Society has transferred Luella Drake Southworth's handwritten inventory to a computer database and continues to research the history of the cemetery and its inhabitants. Local researchers have identified 70 veterans of the Revolutionary War, War of 1812, and Civil War who are buried there.

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Massachusetts Historical Commission. *MHC Reconnaissance Survey Report, Stoughton, Massachusetts*. Boston, MA, 1981.

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JUL 9 2003

MASS. HIST. COMM.

INVENTORY FORM CONTINUATION SHEET

Community:
Stoughton

Property Address:
Pearl Street

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s)

Form No. 800

Plan of The Burial Ground, Pearl Street, Stoughton (unsigned, undated map in Stoughton Historical Society files).

Stoughton Historical Society files.

Maps

- 1830 *A Plan of the Town of Stoughton.* Joseph Hodges.
- 1858 *Stoughton, Mass.* Nathaniel Pr. Fisher.
- 1858 *Stoughton, Mass.* Henry F. Walling.
- 1892 *A Plan of the Town of Stoughton.* Frederic Endicott

INVENTORY FORM CONTINUATION SHEET**Community:**
Stoughton**Property Address:**
Pearl Street**Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125****Area(s)** A**Form No.** 800**NATIONAL REGISTER OF HISTORIC PLACES CRITERIA STATEMENT**

Pearl Street Cemetery is the oldest burial ground in Stoughton, formally established in 1748 although there are markers and records of burials as early as 1737. It is the burial place of approximately 700 residents of the community, whose graves are marked by roughly 400 headstones, monuments and tombs. It is a historically significant property that possesses integrity of location, design, materials, workmanship, feeling and association, and meets National Register Criteria A and C on the local level with a period of significance extending from the mid 18th century to the mid 20th century. The site may also have archaeological significance associated with unmarked graves that previously occupied the site.

The property meets Criterion A due to its strong associations with the 18th, 19th and 20th century history of Stoughton. It meets Criterion C as a well-documented and well-preserved municipal burial ground with a representative collection of burial markers that reflect evolving New England funerary styles and trends over more than two centuries. It meets Criterion Exception D because it contains the graves of many people with strong associations to the early history of Stoughton.

INVENTORY FORM CONTINUATION SHEET

**Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125**

Community:
Stoughton

Property Address:
Pearl Street

Area(s)

Form No. 800

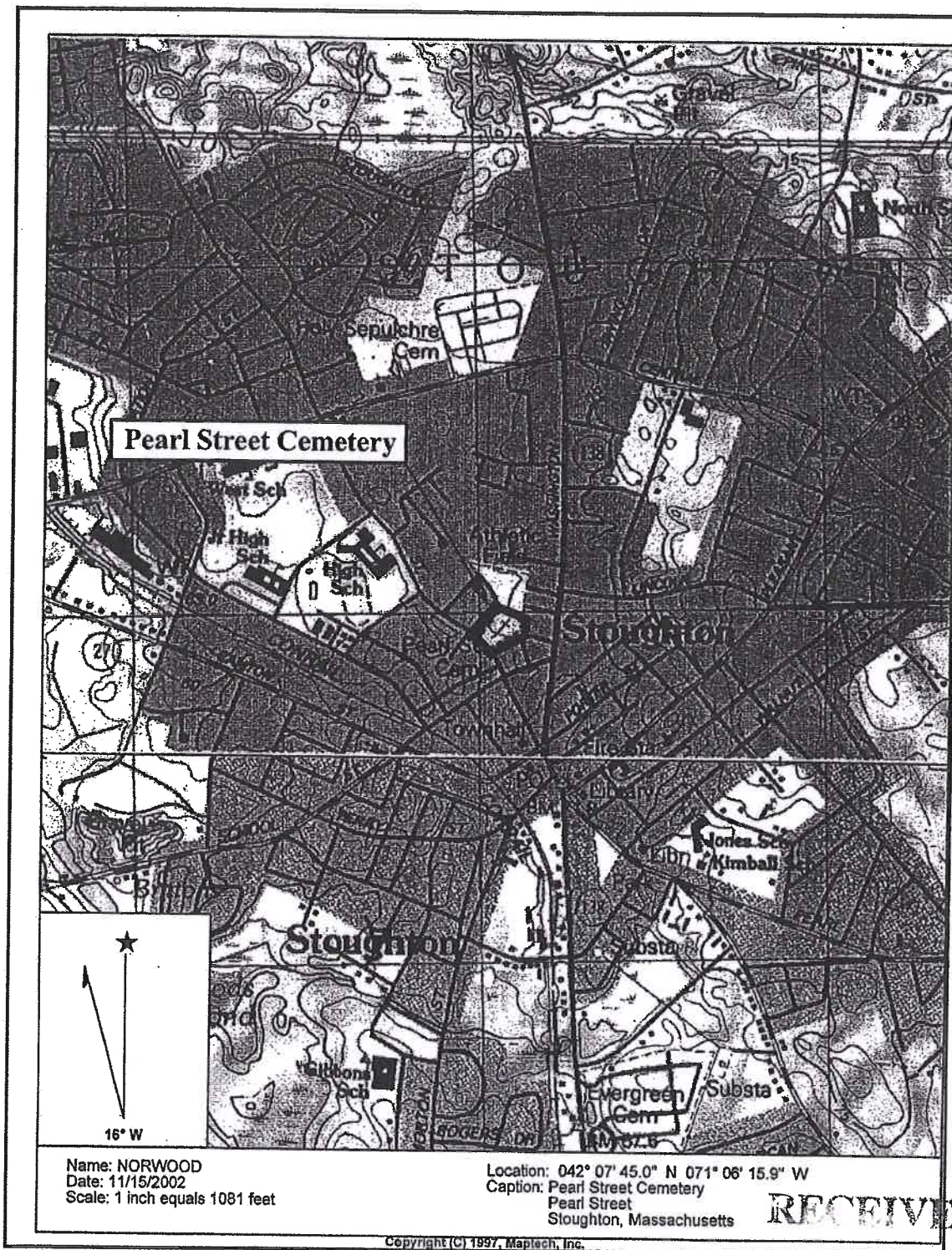


Figure 1. USGS Map

JUL 9 2003

MASS. H.S.T. COMM

INVENTORY FORM CONTINUATION SHEET

Community:
Stoughton

Property Address:
Pearl Street

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s) A

Form No. 800

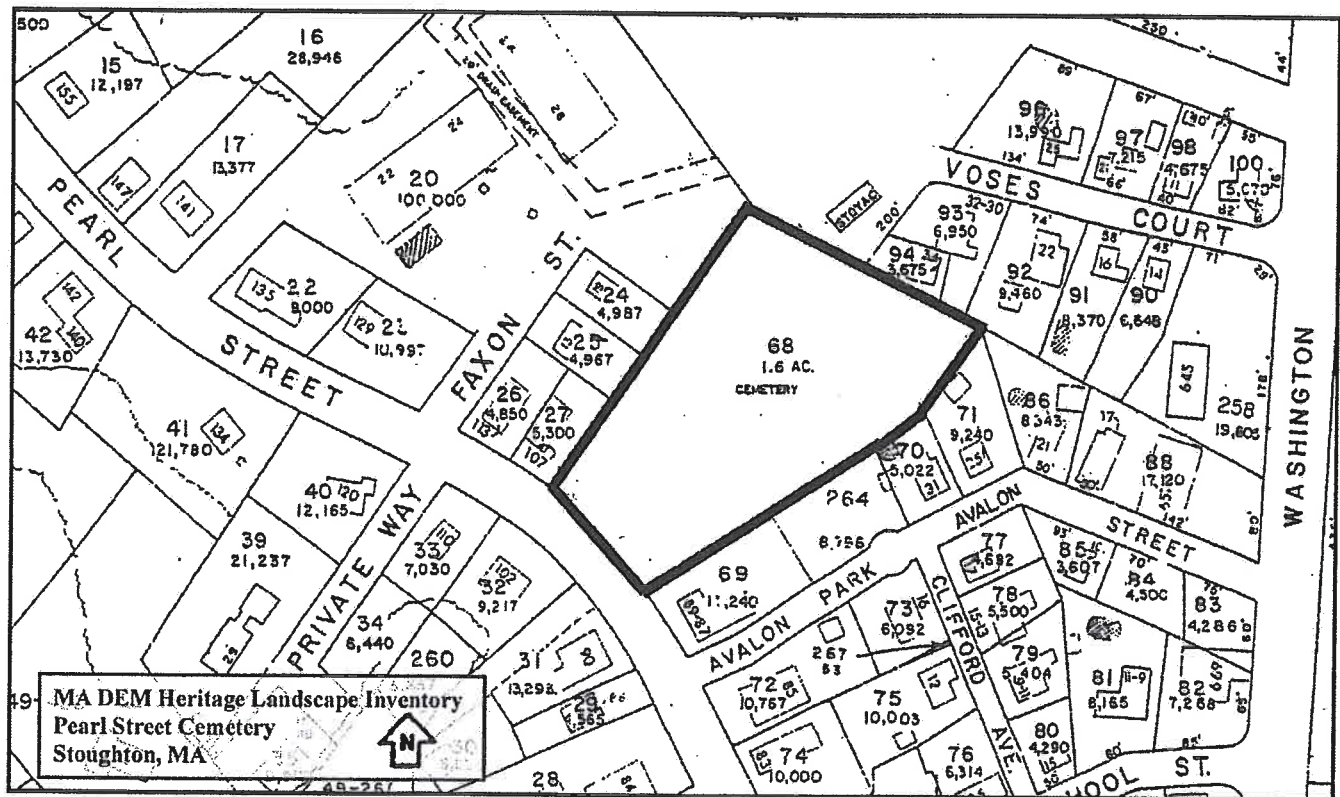


Figure 2. MA DEM Heritage Landscape Inventory Site Map

INVENTORY FORM CONTINUATION SHEET

**Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125**

Community:
Stoughton

Area(s) A

Property Address:
Pearl Street

Form No. 800

List of Photographs

1. Pearl Street Cemetery, view from street – Form Front
2. Pearl Street Cemetery, view from west
3. Pearl Street Cemetery, overview
4. Pearl Street Cemetery, gravestones
5. Pearl Street Cemetery, gravestones with tombs in background

RECEIVED

JUL 9 2003

MASS. HIST. COMM.

INVENTORY FORM CONTINUATION SHEET

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Community:
Stoughton

Property Address:
Pearl Street

Area(s) *A*

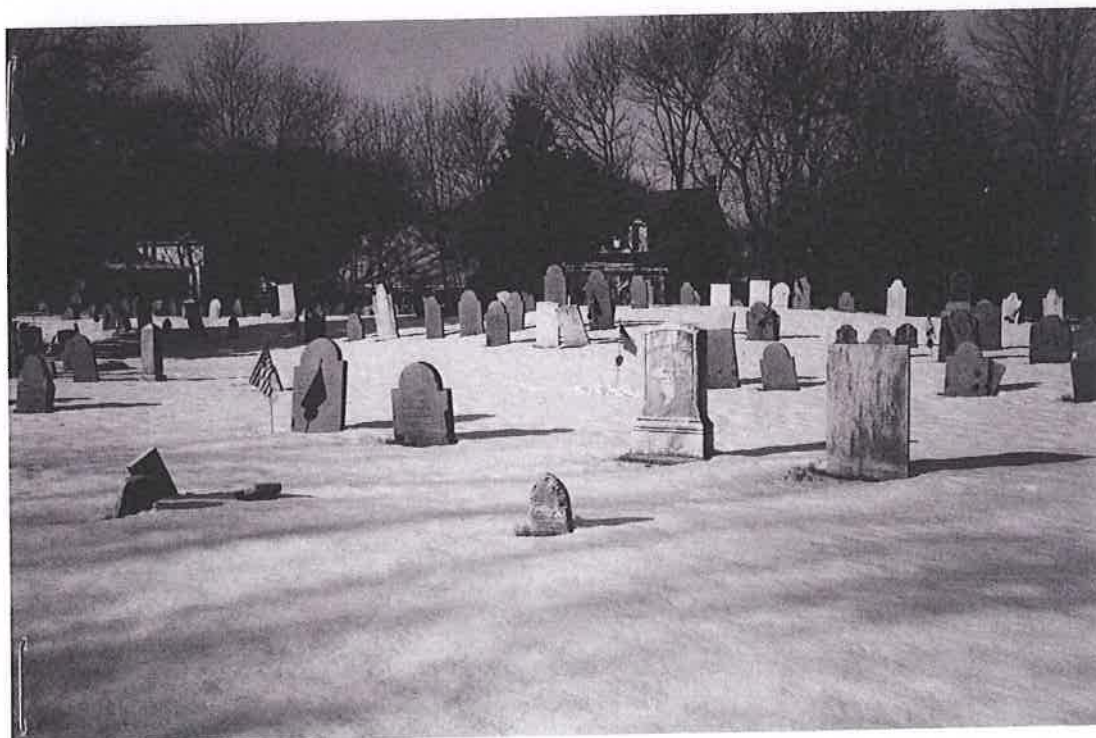
Form No. 800

PHOTOGRAPHS



view to
west.
2001.

2.



Overview.
2001.

3.

INVENTORY FORM CONTINUATION SHEET

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Community:
Stoughton

Property Address:
Pearl Street

Area(s) *A*

Form No. 800

PHOTOGRAPHS



Gravestones
2001

4.



Gravestones
with tombs
in the
background.
2001.

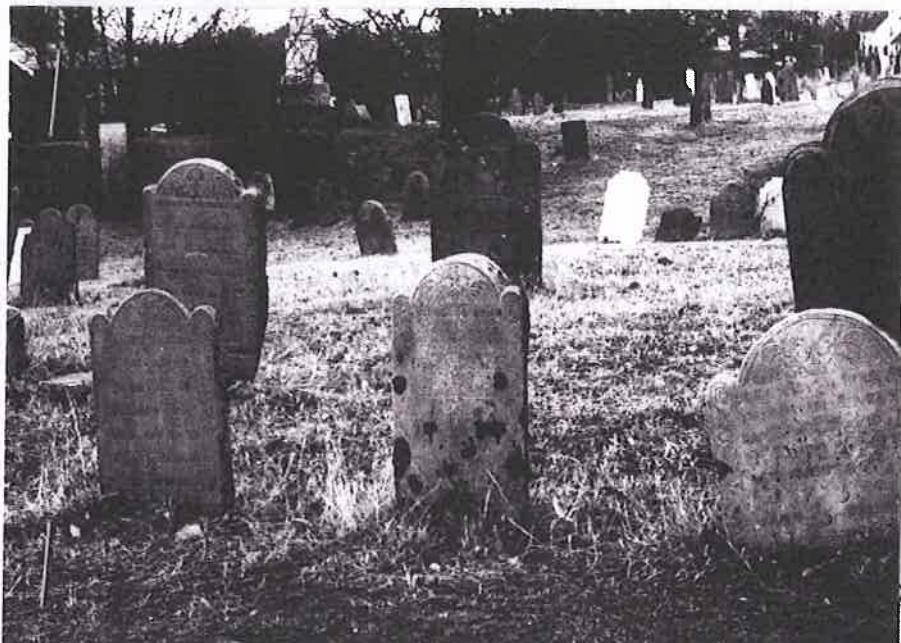
5.

FORM NO.

A

୬୦୦

H. Stanger



ss Pearl Street

Pearl Street Cemetery

ship: x Public

x

Private

DESCRIPTION

Approximate number of stones 500+

earliest death date 2.18.1743

Latest death date 7.1.1965

Landscape Architect (if known)

Condition Some gravestones have suffered
from age, but general condition of ceme-
tery is good

Acreage 3+ acres

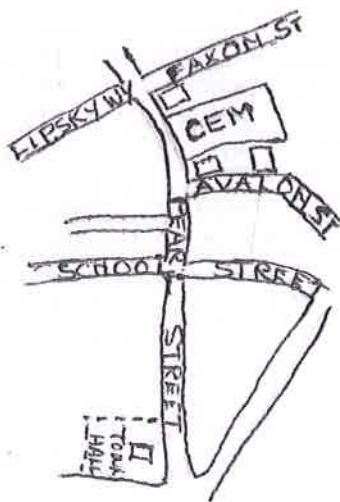
Setting Residential

Recorded by Dorothy M. Woodward
Alice M. Petruzzo

Organization Stoughton Historical Commission

Date June 11, 1987

Sketch Map: Draw map showing property's location in relation to nearest cross streets and other buildings and/or geographical features. Indicate all buildings between inventoried property and nearest intersection. Indicate north.



UTM REFERENCE

USGS QUADRANGLE

SCALE

Dorothy M. Woodward

Alice M. Petruzzzo

Stoughton Historical Commission

~~June 11, 1987~~

NATIONAL REGISTER CRITERIA STATEMENT (if applicable)

GENERAL ASSESSMENT OF ART WORK Describe materials used, designs, motifs, symbols that are either common or unusual, known carvers.

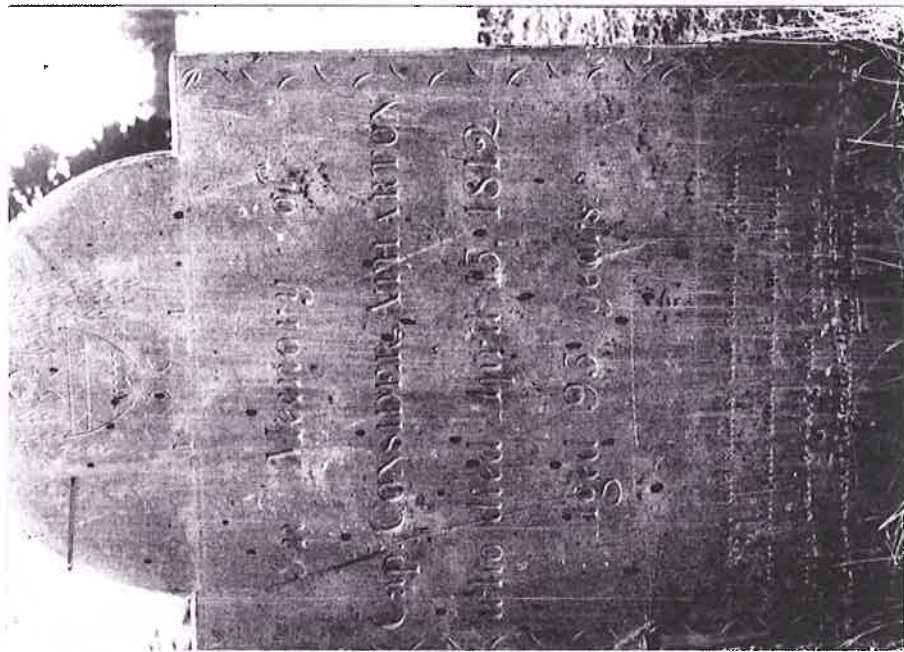
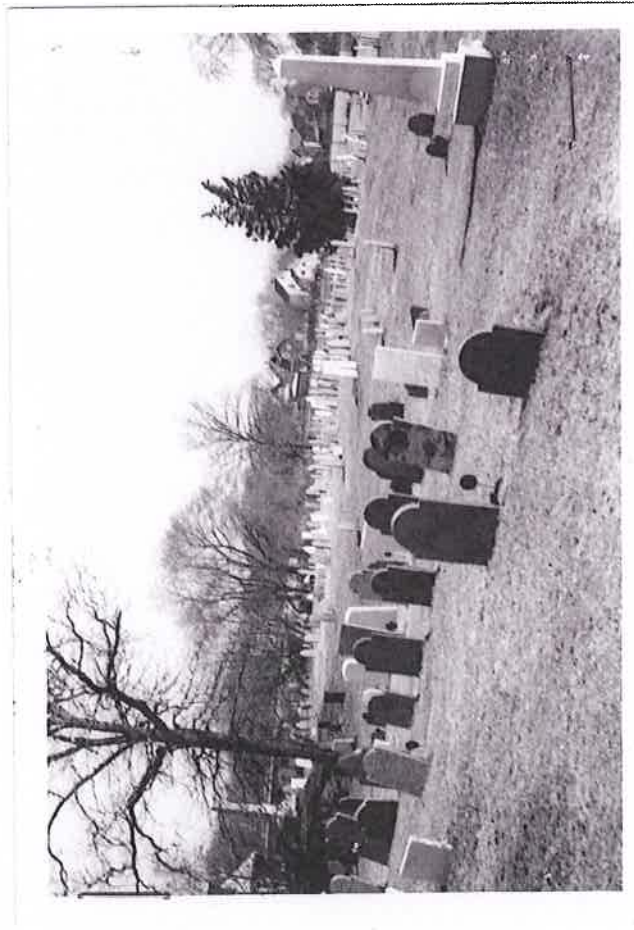
Gravestones are both slate and granite, typical of 18th century slate carved headstones (willows, cherubs, Death's head and urn) prior to 1830 and tombs, obelisks and reliefs. Some stones have survived the test of time better than others depending on their composition and exposure to the northeast.

HISTORICAL SIGNIFICANCE Explain religious affiliations, major period of use and evaluate historical importance of burial ground within the community.

Pearl Street Cemetery is Stoughton's first burial ground, has no religious affiliation and had its major period of use from 1743 to the mid-1800's. The early settlers of Stoughton and builders of the community are buried here and so recorded in Town records of Births, Deaths and Marriages. Prominent names are Capen, Southworth, Monk, Talbot, Gay, Swan, Holmes, Guild, Paul, Richmond and Adams.

BIBLIOGRAPHY and/or REFERENCES

Survey of Records; Stoughton Historical Society Files



Prominent Citizen

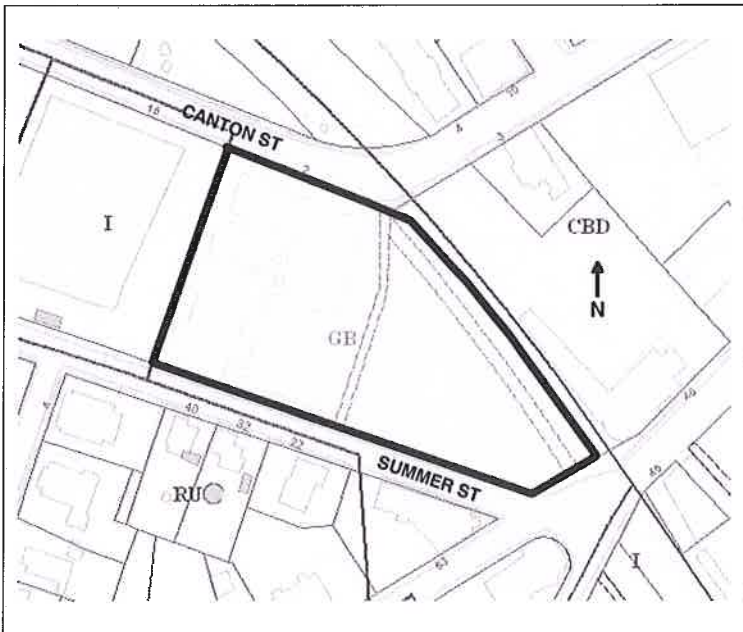
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (month/year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

054 -110-0

Brockton

STG.A

STG.002

Town/City: Stoughton

Place: (*neighborhood or village*):
Stoughton Center

Address: 2 Canton Street

Historic Name: Mystic Rubber Company,
Stoughton Rubber Company

Uses: Present: Commercial

Original: Manufacturing

Date of Construction: ca. 1890-ca.1920

Source: Sanborn Map Company

Style/Form: Vernacular industrial

Architect/Builder:

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick, concrete, vinyl, wood clapboard

Roof: Built-up tar and gravel, rubber membrane

Outbuildings/Secondary Structures: Building No. 9,
Building No. 3, Building No. 6, Building No. 2, Building
No. 1, Building No. 10, Building No. 11, Building No. 8

Major Alterations (*with dates*):

Demolition of Buildings No. 4 and 5 (date unknown).
Updates of buildings for commercial use (after 1990).

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 2.16

Setting: The Mystic Rubber Company complex is a closely-packed industrial complex set between Canton Street to the north, Summer Street to the south, and parking lots to the east and west. The Stoughton Line cuts past the northeast corner of the complex on a northwest-southeast course and is about 50 feet away from the property at its closest point. Commercial and residential properties of Stoughton Center surround the property.

INVENTORY FORM B CONTINUATION SHEET

STOUGHTON

2 CANTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.A

STG.002

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.*

ARCHITECTURAL DESCRIPTION

The Mystic Rubber Company complex (MHC No. STG.002) consists of five loft-type vernacular industrial buildings and a power house erected ca. 1890 - 1923. Beginning on the north side of the complex and moving clockwise, these include: Building No. 9 (manufacturing and stock storage, constructed ca. 1910); Building No. 3 (making, stitching and finishing; ca. 1905) and its addition, Building No. 6 (Heater Building, 1912-1923); Building No. 2 (making, spreading, and cutting; ca. 1905); Building No. 1 (calender, drying, and cement rooms; ca. 1890, second floor added 1901-1912); Buildings 10 and 11 (engine room, boiler house, and chimney; 1912-1923); and Building No. 8 (heater room, 1912-1923). Elevated pedestrian bridges connect Building Nos. 1, 2, 8, and 9. Parking lots, yards, and alley ways around and between the buildings are paved with asphalt. Two connected buildings, Nos. 4 and 5, have been demolished on the west side of the complex. The remainder of the complex has been updated for mixed commercial and office uses through the addition of new entries, vinyl siding, and replacement windows.

Building No. 9 is a three-story, three-bay-by-ten-bay, concrete pier-and-spandrel mill loft with a rectangular plan. It has a flat, rubber membrane-clad roof with a raised brick and concrete parapet and a hip-roofed elevator tower. The walls have exposed poured concrete framing with brick panel infill. Windows sash are ganged together on the north elevation to form near-continuous bands, and are set as single and quadruple units on the other elevations. Original double-hung, wood, six-over-six sash is retained in about 25 percent of the openings. Elsewhere, the sash has been replaced with aluminum or vinyl one-over-one units. There is no primary entry, although the north bay on the east elevation is now filled with an aluminum commercial entry. The building is subdivided into tenant spaces for commercial and office use.

Buildings 2 and 3 are almost identical timber-framed mill lofts attached to each other on their long (north-south) elevation by a projecting brick firewall. Each is a two-story, eight-bay-by-twenty-one-bay (dimensions) building with a shallow-pitched "flat" gable roof and a rectangular plan. Centered on each roof is a three-bay-by-sixteen-bay box monitor with asbestos tile sheathing and double-hung wood windows. The walls are clad in vinyl and the regularly spaced window openings are filled with replacement one-over-one, double-hung, vinyl sash, except on the west side of Building No. 2, where original six-over-six, double-hung wood sash is retained. Both buildings are subdivided into office and commercial tenant units. Building 3 has been enlarged on its north end with Building No. 6, a six-bay-wide, eleven-bay-long ell. Multiple entries have been cut into the east elevation of this building to serve tenant spaces.

Building No. 1 is a two-story, four-bay-by-five bay, brick mill loft on an irregular rectangular plan that fronts Summer Street. The building has a shallow-pitched "flat" roof that is clad in rubber roll roofing, ornamented with a stepped brick parapet on the south end, and has shallow eaves with integral gutters on the east and west sides. The walls, which are laid in common bond, are divided horizontally via a raised and corbelled brick cornice and belt course and vertically with piers. The primary entry is placed off-center on the south elevation and has been replaced with a wood door and flanking panels set under a rubberized awning. Windows are paired within each bay and consist of replacement one-over one vinyl or aluminum sash with simulated divided lights. The window openings have segmental arch brick lintels and concrete sills. A loading bay opening on the west elevation is now filled with windows.

Buildings 10 and 11 form a connected power plant for the complex. Both one-story structures are constructed of brick. Building 10, the Engine Room, fronts an alley on the west side of the complex. This three-bay wide structure is built on a square plan. Its shallow-pitched shed roof has a wood plank box monitor with wood sash windows, is sheathed in rubber roll roofing, and has shallow overhanging eaves with a wood plank cornice. The brick walls are laid in common bond and reinforced with deep piers or buttresses. The segmental arched window and door openings are filled with plywood and concrete block. Building 11, the

INVENTORY FORM B CONTINUATION SHEET

STOUGHTON

2 CANTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.A

STG.002

Boiler House, is east of and behind the Engine Room and largely hidden from public view. This four-bay-by-three-bay structure has an asphalt shingle-clad gable roof, and brick walls with deep piers or buttresses. A cylindrical stack constructed of glazed buff specialty brick is situated at the intersection of the Boiler House and Engine Room.

Building No. 8 is a two-story, wood-frame mill loft with a three-bay-by-five bay rectangular plan. It has a shallow-pitched "flat" gable roof, shallow wood plank eaves, and is clad in a combination of asbestos shingle, stucco, and clapboard siding. Windows are both grouped as pairs and set single within the bays and consist of replacement vinyl sash in wood plank surrounds.

HISTORICAL NARRATIVE

The Mystic Rubber Company was established in 1877 for manufacture of rubberized clothing and was perhaps the pioneer of Stoughton's rubber clothing and shoe industry, which was an important component of the city's economy until World War II. The company's Stoughton complex was initially used for production of rubberized cloth, which was then shipped to a second site in Boston for the cutting and assembly of finished goods. In 1889, Mystic Rubber Company merged with the Hall Rubber Company of Boston to form the Stoughton Rubber Company. Stoughton Rubber Company continued production of rubberized textile goods such as clothing, coats, and sheets at the Stoughton plant and, circa 1915, became part of the Rubber Goods Manufacturing Company trust. Historic maps indicate that the majority of the current physical plant was developed ca. 1890-1923 and was retooled to allow for the manufacture of completed rubber goods, rather than just cloth. After 1932, the Joseph F. Corcoran Shoe Company purchased the plant and converted it to manufacture footwear. This company, and its successor, the Acme Boot Company, continued footwear manufacture until the 1980s. The property has since been converted into tenant-occupied mixed commercial and office spaces. The Mystic and Stoughton rubber companies were two of several rubber textile and footwear industries that made an important contribution to Stoughton's manufacturing economy between circa 1880 and World War II. These also included the Plymouth Rubber Company; the Meade Rubber Company (rubber heels and sheeting, 75 employees); American Rubber Company; and Panther Rubber Manufacturing Company (rubber soles and heels, 300 employees) (*The Boston Herald* 1906; Cook 1918:354; *India Rubber World* 1936; Lambert 2009; MHC 1979; Petruzzo and Woodward 1987; Poor's Manual Company 1916; Sanborn Map Company 1885, 1891, 1896, 1901, 1912, 1923, 1949; Stone 1930: 1124-1125).

BIBLIOGRAPHY and/or REFERENCE

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India Rubber World

1936 *Annals of Rubber: A Chronological Record of the Important Events in the History of Rubber*. India Rubber World, New York, NY.

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INVENTORY FORM B CONTINUATION SHEET

STOUGHTON

2 CANTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.A

STG.002

Poor's Manual Company

1916 Poor's Manual of Industrials, 1916. Poor's Manual Company, New York, NY.

Sanborn Map Company

1885 *Insurance Map of Stoughton, Norfolk County, Massachusetts*. Sanborn Map Company, New York, NY.

1891 *Insurance Map of Stoughton, Norfolk County, Massachusetts*. Sanborn Map Company, New York, NY.

1896 *Insurance Map of Stoughton, Norfolk County, Massachusetts*. Sanborn Map Company, New York, NY.

1901 *Insurance Map of Stoughton, Norfolk County, Massachusetts*. Sanborn Map Company, New York, NY.

1912 *Insurance Map of Stoughton, Norfolk County, Massachusetts*. Sanborn Map Company, New York, NY.

1923 *Insurance Map of Stoughton, Norfolk County, Massachusetts*. Sanborn Map Company, New York, NY.

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INVENTORY FORM B CONTINUATION SHEET

STOUGHTON

2 CANTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.A

STG.002



The southern side of the Mystic Rubber Co. complex, abutting Summer Street.



West side of the Mystic Rubber Co. complex, looking northeast from Summer Street

INVENTORY FORM B CONTINUATION SHEET

STOUGHTON

2 CANTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.A

STG.002

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☒ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, Pawtucket, RI. December 2012
The criteria that are checked in the above sections must be justified here.

The Mystic Rubber Company complex is recommended eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the complex is significant for its associations with the rubber industry in Stoughton, an important economic activity in the town. Under Criterion C, the Stoughton Rubber Company complex is a significant and distinguishable grouping of late-nineteenth and early-twentieth century mill lofts erected to create an integrated manufacturing plant for rubberized clothing.

The Mystic Rubber Company complex is located within and contributes to the significance of the Downtown Stoughton Area. This area, which is recommended eligible for listing in the National Register as an historic district, is an expanded version of the previously-inventoried Stoughton Square Area (STG.A) (see related Inventory and Criteria Statement forms).

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: J. Daly, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

053 -101, 102

Brockton

STG.A

STG.1

Town/City: Stoughton

Place: (*neighborhood or village*):

Address: 25 Brock Street

Historic Name: Meade Rubber Company

Uses: Present: Office

Original: Manufacturing

Date of Construction: 1916

Source: Cook 1918

Style/Form: Vernacular industrial

Architect/Builder: Unknown

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick

Roof: Rolled rubber, tar and gravel

Outbuildings/Secondary Structures: Two warehouse buildings

Major Alterations (*with dates*):

Demolition of Building Nos. 2 and 3 (after 1949)

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 1.048

Setting: The Meade Rubber Company property abuts the west side of the MBTA Stoughton Line right-of-way and is situated on the north side of Brock Street. It is flanked by early twentieth century residential properties to the southwest and by commercial and light industrial properties to the east, across the railroad tracks. Asphalt and gravel driveways flank both sides of the building and provide access to a truck loading area at the rear of the property.

INVENTORY FORM B CONTINUATION SHEET

STOUGHTON

25 BROCK STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.A

STG.001

☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Meade Rubber Company (MHC No. STG.001) is a complex consisting of a single brick vernacular industrial loft and two detached warehouse buildings on a separate parcel west of the loft. The loft, designated Building No. 1 on historical maps, utilizes typical early twentieth-century fire-resistive industrial construction. This two-story, six-bay-by-fourteen-bay, factory has a rectangular plan with an elevator or stair tower projecting from the north end of the west elevation and a one-story shed-roofed brick ell (formerly the Engine Room) on the rear elevation. The building has a shallow-pitched "flat" gable roof clad in a combination of rubber roll roofing and built-up tar and gravel, a rectangular box monitor, and open soffits with exposed, beveled rafter tails. Wood cornice molding on the soffit cornice is now covered with aluminum flashing. The walls are laid in common bond with occasional Flemish bond courses and are organized into bays with projecting piers. The brick at the south end of west elevation is parged with stucco. Two entries are placed asymmetrically in the south elevation, facing Brock Street. The west entry is a Colonial Revival Style entry with a wood door and surround and flanking sidelights. The east entry is an aluminum commercial-type entry from the late twentieth century. A two-story loading bay is located on the north end of east elevation and has a projecting hoist rail and replacement freight doors. Window openings have brick segmental arch lintels and sills, and are fitted with six-over-six, double-hung, wood sash, of which approximately 30 percent remains. The remainder of the openings have one-over-one vinyl replacement windows. The foundation is concrete.

A pair of storage buildings form an extension of Building No. 1 on its northwest corner, and are connected to it via a sloping, enclosed freight ramp. These one-story, gable-roofed brick buildings are set on raised poured concrete foundations and have concrete truck loading docks at both ends.

There are two detached storage buildings associated with the Meade Rubber Company located on a separate lot to the west of Building No. 1. To the south is a one-bay by seven-bay, one story building with a hipped roof, mortared cobblestone walls, and a slab foundations. Several altered vehicle, entry and window bays face east towards Building No. 1. The building appears to be in poor condition. North of this storage building is a second 32 by 70-foot windowless storage building. This wood frame structure has a gable roof, panel-and-batten walls, and is elevated on footings of an unknown material.

HISTORICAL NARRATIVE

Stoughton native James Meade (1868-1929) constructed the Meade Rubber Company building in 1916. Formerly a vice president and superintendent of Plymouth Rubber Company in Canton, Meade retired to found his own company for the manufacture of rubber-coated cloth fabrics, sheets, and molded rubber shoe heels. The success of his rubberized cloth lines necessitated a discontinuance of the shoe line and a gradual expansion of the company's physical plant on Brock Street. Meade's original 100-by 40-foot factory forms the west half of the extant structure, which was expanded to its present size by 1923. Meade also added two attached loft structures (Building Nos. 2 and 3, demolished) on the west side of the present factory during this period. By 1929, he added the two extant detached outbuildings for storage. The company employed at least 200 operatives. Following Meade's death in 1929, his son J. Myles Meade took over as president of the company. By 1949, the Meade Rubber Company was apparently defunct, the complex having been taken over by L. Albert & Son, sellers of used rubber machinery. Meade Rubber Company was one of several rubber textile and footwear concerns that made an important contribution to Stoughton's manufacturing economy between circa 1880 and World War II. These also included the Plymouth Rubber Company; Mystic Rubber Company (later the Stoughton Rubber Company); American Rubber Company; and Panther Rubber Manufacturing Company (rubber soles and heels, 300 employees) (Cook 1918; Lambert 2009; MHC 1979; Petruzzo and Woodward 1987; Sanborn Map Company 1906, 1923, 1949; Stone 1930:678-684).

Continuation sheet 1

INVENTORY FORM B CONTINUATION SHEET

STOUGHTON

25 BROCK STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.A

STG.001

BIBLIOGRAPHY and/or REFERENCE

Cook, Louis A.

1918 *History of Norfolk County, Massachusetts, 1622-1918*. Volume I. The S.J. Clarke Publishing Company, New York, NY.

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2009 Stoughton. Postcard History Series. Arcadia Publishing, Charleston, SC.

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Sanborn Map Company

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INVENTORY FORM B CONTINUATION SHEET

STOUGHTON

25 BROCK STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.A

STG.001



West elevation of the Meade Rubber Company loft with attached and detached storage buildings.

INVENTORY FORM B CONTINUATION SHEET

STOUGHTON

25 BROCK STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

STG.A

STG.001

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☒ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI. December 2012

The criteria that are checked in the above sections must be justified here.

The Meade Rubber Company Building and associated outbuildings are recommended eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the buildings are associated with the rubber clothing industry in Stoughton, which was an important economic activity for the town. Under Criterion C, the building is a good representative example in Stoughton of early twentieth century mill loft architecture.

The Mystic Rubber Company complex is located within and contributes to the significance of the Downtown Stoughton Area. This area, which is recommended eligible for listing in the National Register as an historic district, is an expanded version of the previously-inventoried Stoughton Square Area (STG.A) (see related Inventory and Criteria Statement forms).

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's Number USGS Quad Area(s) Form Number

54/172/0/

Taunton

Town/City: Taunton

Place: (*neighborhood or village*):

Photograph



Address: 28 Dana Street

Historic Name: Staples Coal Company Coke Silos and Warehouse

Uses: Present: Steel scrapyard

Original: Industrial

Date of Construction: ca. 1890 - 1920

Source: Historic maps

Style/Form: No style

Architect/Builder: Unknown

Exterior Material:

Foundation: Concrete

Wall/Trim: Concrete/wood

Roof: Asphalt shingle

Outbuildings/Secondary Structures:

None

Major Alterations (*with dates*): Silos roof removed ca. 1960

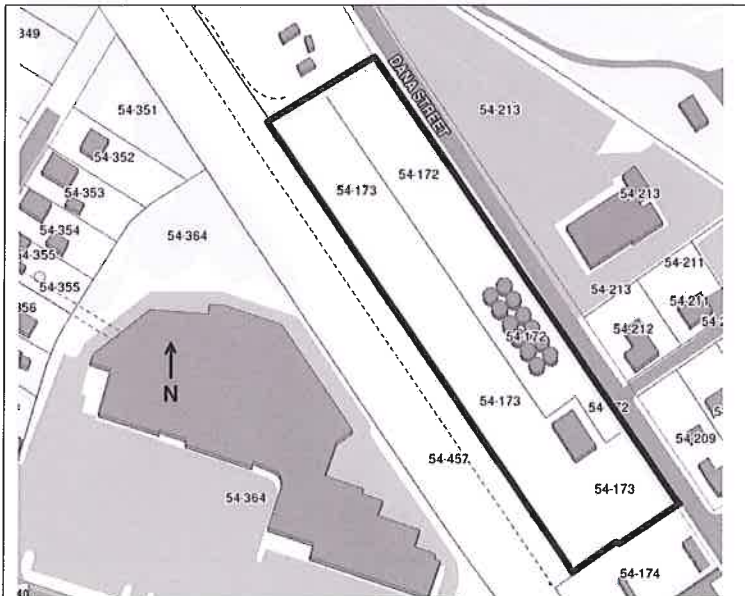
Condition: Fair

Moved: no ☒ yes ☐ **Date:**

Acreage: 4.08

Setting: Property is on the southwest side of Dana Street off White Avenue and abuts the northeast side of the Attleboro Secondary ROW. The open, level lot contains two structures, a vernacular style warehouse and 12 concrete block silos, surrounded by a high, chain link fence.

Locus Map



Recorded by: J. Daly, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December, 2012

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

28 Dana Street

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.**Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.***ARCHITECTURAL DESCRIPTION:***Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.*

The most prominent structure on the Staple Coal Company property is a cluster of twelve coke silos. The reinforced concrete silos are set atop a one-story, rectangular reinforced concrete base constructed between ca. 1920 (between 1893 and 1937 per historic maps). The structure originally had a wood roof, which was removed in the 1960s. The concrete base has two garage bays on the northwest elevation and one on the southeast elevation. An additional garage bay on the southeast elevation was filled with concrete block. A single, solid metal, modern door is located in the southeast end of the southwest elevation. Six window openings, evenly spaced along the southwest elevation, were filled with concrete block as well. A conveyor system was previously attached to the southwest elevation and led to a rail line (not extant) for loading coke from rail cars into the silos, but was removed after 1937.

Southeast of the coke silos is a two-story, two-bay-by-four-bay, gable-roof, wood-frame warehouse that was originally built ca. 1870 and enlarged ca. 1890, according to historic maps. The main block of the building has an asphalt shingle-clad roof with shallow gable returns and vinyl and clapboard siding with wood trim. It has a one-story block on the northwest (facade) elevation and a two-story, addition on the southwest elevation that originally served as a loading platform. The one-story block has an asphalt shingle-clad shed roof and wood shingle siding. The two-story addition has an asphalt shingle-clad, shallow shed roof and clapboard and asphalt shingle siding. A parapet extends from the addition across southwest edge of the northwest block. The current primary entrance is a single, solid door in the southwest bay of facade of the northwest block; however it appears as though the pair of non-functioning, double-doors in the southwest elevation of the main block was originally the main entry to the warehouse. Additional entrances include a single garage bay with modern overhead door in the center of the facade and a pair of non-functioning double-doors in the southeast bay of the two-story addition. Most of the original window openings have been covered with modern plywood, except for a single rectangular opening in the gable on the facade containing a two-over-one, double-hung, wood sash window. Additionally, two openings on the southeast elevation contain the remains of two-over-one double-hung wood sash windows. A four-light, clerestory window on the main block of the building is located directly above the shed-roof of the northwest block. This window does not appear to be original.

HISTORICAL NARRATIVE*Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.*

Taunton native Sylvanus N. Staples (1811-1894) founded the Staples Coal Company in 1888. Staples had begun his career as a sailor and risen to become a prominent Taunton ship owner, merchant, and officer in Taunton financial institutions. Immediately before founding the Staples Coal Company, he was partner in the firm of Staples & Phillips, shippers and sellers of coal, iron, and other bulk commodities. In 1888, this firm was dissolved. Phillips went on to become owner of the Taunton Iron Works and Staples founded the Staples Coal Company. This firm tapped into the strong New England market for industrial and commercial fuels and gradually expanded to become one of the largest coal sellers in Taunton and southeastern New England. In the early twentieth century, the company was one of four dealers listed in the city directory and advertised a variety of coal types and brands as well as "auto-trucks for quick delivery" (Samson & Murdock Company 1920:349). In addition to the Dana Street facility, the company had a coal dock on the Taunton River and locations on Taunton Green and West Water Street in Taunton, as well as a second dock in Fall River. The company owned a fleet of six tugs and twenty-two barges that it used to transport

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

28 Dana Street

MASSACHUSETTS HISTORICAL COMMISSION

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coal and coke from mid-Atlantic coal ports to New England. Staples' son Herbert (1848-?) joined the business in 1868 and became selling agent in 1888. In 1894, Staples died and Joseph Stickney of New York became president (Emery 1893:24-26, 55; *Fall River News* and *Taunton Gazette* 1899; Quinn 1892:478; Samson & Murdock Company 1920:349, 355, 356).

Historical maps show that Staples Coal Company established its facility on Dana Street between 1888 and 1893. Prior to 1893, the location was the site of the S.E. White Company Coal Pockets and a small, unnamed storage facility for dressed beef. The beef facility survives in altered form currently, its rail siding now enclosed in a clapboard addition. Between 1893 and 1897, the Staples Coal Company enlarged and then modified the site for its business, modifying the beef building for a store house and coal bagging facility, adding a second storehouse (now demolished) and replacing the S.E. White coal shed with a new coal trestle and pockets (now demolished). The coke silos were constructed between 1898 and 1937 (Sanborn Map Company 1888, 1893, 1898, 1937, 1950). At an unknown date, the Staples Coal Company left the Dana Street site, which is now used as a metal scrap yard.

Coal and coke were the primary fuels of Taunton's mid- and late-twentieth century industrial expansion when the Taunton Locomotive Works, William Mason's machine works, Taunton Copper Manufacturing Company (smelter and rolling mill), Reed & Barton, and numerous textile mills, stove shops, and other industries powered the city's economy. Coal was the primary fuel for steam engines that powered machinery in these works. Coke, a processed form of bituminous coal where volatile gasses and sulfur have been removed to create a more pure form of combustible carbon, was an important alternative to charcoal for metal-working industries such as those in Taunton. This fuel was generally available after ca. 1850 and was necessary to avoid contamination in applications where metals would be smelted or forged. It was also valued in certain applications for its "smoke-free" properties (Gordon and Malone 1994 131-132; 159; 265-266; MHC 1981:11, 15). Coke was loaded into the Staple Coal Company silos from rail cars and then sold and distributed via carts and trucks to local industries.

BIBLIOGRAPHY and/or REFERENCES

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1893 *History of Taunton, Massachusetts* from its Settlement to the Present Time. D. Mason & Company, Syracuse, NY.*Fall River News* and *Taunton Gazette*1899 *Our County and its People: A Descriptive and Biographical History of Bristol County, Massachusetts*. The Boston History Company, Boston, MA.

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Massachusetts Historical Commission

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INVENTORY FORM B CONTINUATION SHEET

TAUNTON

28 Dana Street

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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View looking west toward the southeast and northeast elevations of the warehouse at 28 Dana Street.



View looking west toward the northwest and northeast elevations of the warehouse at 28 Dana Street.

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

28 Dana Street

MASSACHUSETTS HISTORICAL COMMISSION
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View looking west toward the southeast and northeast elevations of the coke silos at 28 Dana Street.

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

28 Dana Street

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John Daly and Virginia H. Adams, PAL, December 2012
The criteria that are checked in the above sections must be justified here.

The Staples Coal Company Coke Silos and Warehouse is recommended eligible for listing in the national Register at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the property is significant for its associations with the Taunton coal and coke merchant trade and with the local metals industries in Taunton, for which coke was the primary fuel. Under Criterion C, the property is significant as an intact example of the coke silo, an industrial structure that is not represented elsewhere in Taunton and is unusual in the region. Although components of the silos and warehouse are now removed or altered, the structures retain the integrity necessary to convey their significance, and the alterations to the silos are mitigated by the relative scarcity of the structure.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

65//220/0/

Taunton

TAU.258

Town/City: Taunton

Place: (*neighborhood or village*):

Address: 12 Porter Street

Historic Name: M.M. Rhodes & Son Company

Uses: Present: Industrial

Original: Industrial

Date of Construction: ca. 1870

Source: Historic maps

Style/Form: No style

Architect/Builder: Unknown

Exterior Material:

Foundation: Brick, Stone

Wall/Trim: Wood shingle, clapboard, brick

Roof: Asphalt shingle

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): Concrete block connector addition, ca. 1950

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 1.15

Setting: The property is located in an urban area at 12 Porter Street, approximately 50 feet southwest of the Attleboro Secondary rail ROW.

Recorded by: Q. Stuart, J. Daly, A. Cahoon

Organization: PAL

Date (*month / year*): December, 2012

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

12 PORTER STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

TAU. 258

☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.

The M.M Rhodes & Son Company complex consists of two major connected structures constructed between ca. 1870 and 1888, with later modifications. The paint shop is a one-and-one-half-story, six bay-long, wood-frame structure with two side ells. The main block has two asphalt shingle-clad gables topped by pairs of gable-roof cupolas and four, tall brick chimneys. An additional hip-roof cupola sits at the ridge of the cross gable. The structure is clad in clapboards with wide wood trim and rests on a brick foundation. A shed-roof ell, or drying room, attached to the north elevation also has wood clapboard siding. Windows in the main block and ell of the building consist primarily of six-over-six, wood, double-hung sash in rectangular openings with wood sills and trim. A brick, shed-roof lean-to is attached to the south elevation of the structure. The lean-to has six-over-six, wood, double-hung sash in segmental arch openings with wood sills and trim. Windows in the cupola consist of six-light wood awning sash. No entrances are visible from the public way. The interior of the paint shop has a brick floor and exposed structural framing and houses large, brick, japanning ovens, or annealing ovens. It appears as though all the original equipment is intact.

The three-story, three-bay-by-thirteen-bay, industrial loft is located immediately north of the paint shop. The brick structure has a shallow, gable roof with a plank soffit and four, narrow brick chimneys and a rubble stone foundation. Two, solid granite block steps lead to the primary entrance in the center of the west (facade), which consists of a pair of solid carved panel wood doors in a segmental arch opening with a two-light wood transom. Secondary entrances are located on the south elevation in segmental arch openings and include a single, wood door covered by a shed roof and a series of loading bays near the center of the elevation on the first, second, and third stories. Each of the loading bays has a wood panel door and solid granite lintel. The fenestration consists of evenly spaced, segmental arch openings containing single six-over-six, wood, double-hung sash windows with wood sills and splayed brick lintels. Flanking the primary entrance on the facade are pairs of one-over-one, wood, double-hung replacement windows. Additional replacement windows are located on the first story in the west bays of the north and south elevations. Some original equipment survives, including a hoist with chain and pulley in the center of the south elevation. The loft is connected to the paint shops via a combination one- and two-story, L-shaped concrete and brick structure. The north end of the connector, connected to the loft's east elevation, is one-story and has concrete block walls, a shallow shed roof, and large eight-light aluminum windows and a loading bay on the north elevation. The concrete block portion leads to a two-story, brick section of earlier construction, with a shallow gable roof and segmental arch window openings. A one-story, shed-roof brick ell with two large chimneys connects the two-story portion of the building to the east elevation of the paint shop.

HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

Marcus M. Rhodes established the M.M. Rhodes & Son Company in 1861 for the manufacturing of hoop-skirt trimmings. The company later produced papier-mâché shoe buttons, reported to be the first in the country to use this material for such a product. The company later concentrated on the manufacturing of upholstery buttons and shoe laces. The factory on Porter Street was originally constructed in the 1870s and consisted of a main factory building set back from the road and a smaller secondary building. By 1888, the original ca. 1870 building contained the cutting machines and machine shops and an addition housing the blacksmith shop and varnishing furnaces was constructed on the west elevation. Also constructed at this time was the three-story brick loft that served as office space, storage and machine rooms and the only two-story, wood-frame building on the property

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

12 PORTER STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

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that housed the japanning ovens, also known as the Japan house, and drying room in the ell. Japanning is the process of applying lacquer to a product meant to imitate the lacquer traditionally produced in Japan and other Asian countries popular in the seventeenth and eighteenth century. Traditionally the technique is applied to wood, but the Rhodes Company applied the coating to paper-mâché shoe buttons, providing them with a hard-coat surface. The process was typically a three-step process requiring the application, drying and polishing to occur at least three times to produce a high polish finish.

The company had grown to include eight buildings by 1893. The expansion included multiple detached buildings at the south end of the property, primarily used for storage, and an addition to the varnishing furnace room connecting it to the Japan house. By 1937, the Rhodes company turned to the manufacturing of upholstery and wire nails, which was supplied to regional utility companies. The original machine shop and cutting room was gone, but additional storage was added to the Japan house, which had been converted into a paint shop. An addition on the east elevation of the office building was constructed in the 1950s. M.M. Rhodes & Sons Co. is still owned by members of the Rhodes family and still operates a factory producing insulated staples on the property (Stone 1930:235; Sanborn 1888, 1893, 1898, 1937, 1950).

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INVENTORY FORM B CONTINUATION SHEET

TAUNTON

12 PORTER STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Photo 2. View east of the west elevation of the paint shop.



Photo 3. View northeast of the paint shop cupolas.

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

12 PORTER STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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Photo 4. View east of the paint shop and drying room ell.



Photo 5. View east of the west (facade) and north elevations of the office building.

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

12 PORTER STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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Photo 6. View northeast of the south elevation of the office building, with some original equipment and loading bays intact.



Photo 7. View east toward the west elevation of the concrete block and brick connector.

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

12 PORTER STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

TAU. 258

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by John Daly, Quinn Stuart, Virginia Adams, PAL, December 2012

The criteria that are checked in the above sections must be justified here.

The M.M. Rhodes & Son Company is eligible for listing in the National Register at the local level under Criteria A and C. Under Criterion A, the property possesses significant historical associations with the nineteenth-century industrial development of Taunton, specifically in metal fasteners and as an early producer of papier-mâché shoe buttons. It was part of a large local network of railroad served or iron-related industries, and is still in continuous use by the original company. Under Criterion C, the complex is an excellently preserved example of mid-nineteenth century industrial architecture, and a rare surviving concentration of historical small-scale railroad-served industries in Taunton.

APPENDIX F

Historic Resources Surveyed and Not Eligible, Out of APE, or Demolished Forms

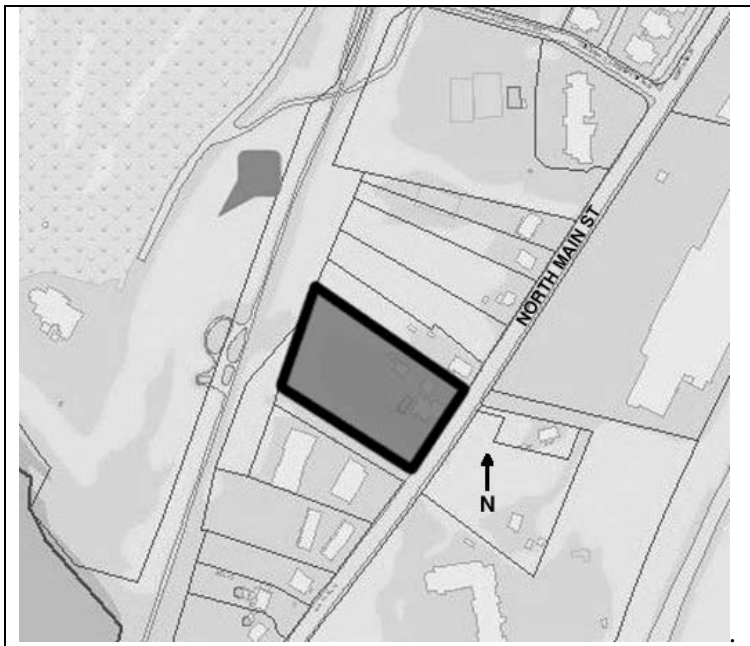
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number	USGS Quad	Area(s)	Form Number
X-03-0005	Somerset		FLR.0284

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 4042 North Main Street

Historic Name: Hathaway, Jael House

Uses: Present: Residential

Original: Residential

Date of Construction: Circa 1785

Sources: Rosebrock 1977, Earl 1877, Hurd 1883

Style/Form: Federal

Architect/Builder: Unknown

Exterior Material:

Foundation: Parged Stone

Wall/Trim: Wood Shingle

Roof: Asphalt Shingle

Outbuildings/Secondary Structures:

One detached, English style barn

Major Alterations (*with dates*):

Early-20th-century front porch addition, Mid- to late-20th-century modifications in materials.

Condition: Fair

Moved: no ☒ yes ☐ **Date:**

Acreage: 2.5

Setting: The property is located along a thoroughfare in a mixed residential and commercial area, approximately 400 feet east of the Fall River Secondary right-of-way.

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December 2012

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

4042 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0284

☐ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION:**

The Jael Hathway House at 4042 North Main Street, built circa 1785, is a rectangular, two-and-one-half-story, five-bay by three-bay, side-gabled, wood-framed, Federal style house with early 19th century and similarly styled one-story rear hipped-roof ell additions sheathed in clapboard and vinyl siding. The house shares a relatively flat, slightly sloping lot with a circa 1820 English barn, a non-historic outbuilding, and pool. A non-historic wooden fence extends across the eastern boundary line, interrupted by two sets of granite stairs, a walkway, and a paved driveway. Plantings immediately surround the footprint of the house. The building has an asphalt roof pierced by a large central brick chimney, wood-shingle siding, and a parged stone foundation. A molded cornice wraps around the roofline of the building, with returns at the gable end. Across the east-facing facade, the cornice is dentilated. The main entrance is simple, with Doric columns and pilasters with a beveled door surround and dentilated cornice. The fenestration is regular, with original openings and similarly styled six-over-one mixed historic double-hung wood sash and non-historic vinyl windows that have decorative exterior shutters. The detached English barn is a rectangular, side-gabled building oriented east, with an asphalt roof, clapboard siding, and a foundation not visible from the public way. The barn features prominent iron-strap hinged wooden doors built of diagonal boards with a simple door surround and a molded cornice. A similarly designed hay door and two-over-two double hung wood sash window, along with an iron hay fork, sit within a dominant centered gable. The façade also features two non-historic, single-pane, fixed windows with decorative exterior shutters.

HISTORICAL NARRATIVE

The property is speculated to have been commissioned by Jael Hathaway, captain of a Freetown battalion of Loyalists during the American Revolution around 1785. The Jael Hathaway House was prominently situated on a raised landscape along a thoroughfare. The portion of Freetown that included this property was annexed to Fall River in 1858. A written description of the property from 1894 described the building as having a wood divided door, secured with a horizontal wood beam at the main entrance (French 1894:122). The first owner, for whom the house is named, was a former American Revolutionary War Loyalist captain named Jael Hathaway (1719-1811). Following his marriage in 1785, Hathaway allegedly bought the property for his new wife, Elizabeth. Between two wives, Hathaway bore nine children. The property subsequently remained in the Hathaway family for over a century, falling under the ownership of his son Russell, and his grandson David (State of Massachusetts 1739; Earl 1877; Hurd 1883; Winslow n.d.; Rosenbrock 1977). Presently, the property is no longer prominent within its surroundings, as it sits on a relatively flat topography. Despite being an early local example of a Federal style house associated with a Loyalist captain, the Jael Hathaway House is not eligible for listing in the National Register of Historic Places and the integrity has been compromised with a change in topography and the introduction of non-historic, synthetic materials to the building.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

4042 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	FLR.0284
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FORM F – STRUCTURE (BRIDGE)

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



UTM Reference: 0322593 E; 4622939 N

Recorded by: J. Daly, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

Unassigned

Fall River

Town/City: Fall River

Place (*neighborhood or village*):
Steep Brook

Street/Route: Fall River Secondary Line Railroad ROW

Carried over: Unnamed gravel lane
(Railroad, river, brook, canal or road)

Historic/Common name: Bridge No. 8.58
(previously Bridge No. 34.83 over Ashley's Underpass)

Ownership: MassDOT
(Name of state agency or municipality)

Mass. Highway bridge no.:

Bridge type: Stringer/Girder

Bridge typology code 1:1 2:9 3:1 4:10

Date of Construction: Ca. 1950

Source: Visual analysis

Engineer/Designer: Unknown

Bridge company/Contractor: Unknown

Material (s): Wood, granite

Alterations (*with dates*): Extensively repaired or
reconstructed after 1995

Posted load limit (*if any*): None

Condition: Good

Moved ☒ no ☐ yes **Date:**

Acreage: <1.00

Setting: The Railroad Bridge No 8.58 near Ashley Street carries the Fall River Secondary railroad track across an unnamed gravel lane in the Steep Brook neighborhood. The railroad right-of-way runs on a north-south alignment between a neighborhood of late-nineteenth and early-twentieth-century residential properties along North Main Street to the east and the Taunton River immediately to the west. The lane extends from the street approximately 300 feet down a slope to a stone pier on the river.

INVENTORY FORM F CONTINUATION SHEET

FALL RIVER

MILEPOST 8.58, FALL RIVER SECONDARY
LINE RR ROW

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Superstructure:

Overall length: 23.0 ft	Deck width: 10.5 ft	Skew: 0
Main unit: No. of spans: 1		Span length: 16.5 feet
Approaches: No. of spans:		Span length:

Substructure (structure below deck)

Height above feature spanned: 6 ft	Material of abutments or piers: Granite abutments, wood pier
------------------------------------	--

☐ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.*

ENGINEERING/DESIGN ASSESSMENT

The Railroad Bridge No. 8.58 near Ashley Street is a single-track, single-span, timber stringer deck bridge. The bridge is supported near its midpoint with a timber pier and rests on stone abutments. The open bridge deck extends 16 feet, 6 inches between the abutment faces and is 10 feet, 6 inches wide between its outer edges. There is approximately 6 feet of clearance between the underside of the deck and the lane. The deck is assembled from two timber stringers that directly support the creosoted wood railroad ties and track. Each stringer is composed from five 8 inch-wide by 16 inch-deep creosoted timbers bolted together. The timber pier is spaced off-center below the bridge deck, 9 feet from the north abutment. It consists of a bent assembled from 12-inch-square wood posts and a cap braced with 2 inch-thick planks. The pier is supported on a timber mattress or footing that resting directly on the gravel lane surface. The mortared granite abutments are wide enough to accommodate two tracks and have stepped angled wingwalls. Each abutment is about 35 feet long and 6 feet high. The abutments are composed of massive, tabular and irregular split granite blocks with $\frac{3}{4}$ -inch drill marks. The stringers rest on wood planks set on the abutment seats. There is no identification or date information attached to the structure.

HISTORICAL NARRATIVE

The railroad right-of way at the Railroad Bridge near Ashley Street was established 1838-1839 by the New Bedford & Taunton Railroad, which was merged into the New Bedford Railroad in 1874. In 1879, the route was incorporated into the Old Colony's sprawling network of southeastern Massachusetts railroads, which were in turn incorporated into the New York, New Haven & Hartford Railroad in 1893. The New Haven operated the line until 1969, after which it was under the ownership of the Penn Central Railroad (1969-1976); Conrail (1977-1999) and CSX (2000-present). No plans or annual reports documenting the construction of this bridge could be obtained. The wharf associated with this bridge, but not the bridge itself, first appears on the 1895 map of Fall River. The structure appears on the 1915 New Haven railroad valuation map as Bridge No. 34.83 over Ashley's Underpass and is identified as a wood stringer structure. Based on a comparison of existing conditions with previous bridge inspection reports, the span appears to have been replaced or extensively reconstructed within the last 15 years (Everts & Richards 1895; Karr 1995:327-330; New Haven 1915; VHB 1995).

The Railroad Bridge near Ashley Street is not recommended eligible for listing in the National Register. This small example of timber stringer bridge was recently reconstructed and contains no noteworthy engineering features.

INVENTORY FORM F CONTINUATION SHEET

FALL RIVER

MILEPOST 8.58, FALL RIVER SECONDARY
LINE RR ROW

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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BIBLIOGRAPHY and/or REFERENCE

Everts & Richards

1895 *New Topographical Atlas of Surveys: Bristol County, Massachusetts*. Everts & Richards, Philadelphia, PA.

Karr, Ronald Dale

1995 *The Rail Lines of Southern New England: A Handbook of Railroad History*. Branch Line Press, Pepperell, MA.

New York, New Haven & Hartford Railroad (The New Haven)

1915 *Right of Way and Track Map, Old Colony R.R. Co. operated by the New York, New Haven and Hartford R.R. Co. From South Braintree to Newport, Station 2056+0 to Station 2109+20*. June 30. Office of Valuation Engineer, Boston, MA.

Vanasse Hangen Brustlin, Inc. (VHB)

1995 *Undergrade Bridge Inspection and Rating Report, MBTA New Bedford/Fall River Commuter Rail Project, Boston Massachusetts to New Bedford and Fall River, Massachusetts*. Prepared for MBTA, Boston, MA by VHB, Boston, MA in association with Lamson Engineering Corporation, Reid H. Potter Associates Inc., and Sverdrup Civil, Inc.

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s)Form No.



View of pier and underside of deck of Railroad Bridge No. 8.58, looking south.

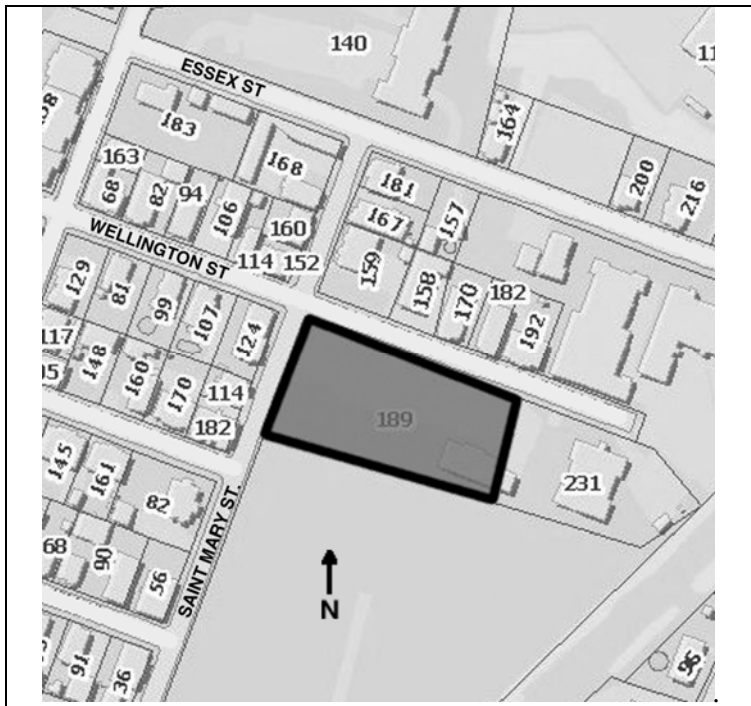
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number	USGS Quad	Area(s)	Form Number
S-17-0045	Fall River		

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 189 Wellington Street

Historic Name: St. Matthew's Convent

Uses: Present: Residential

Original: Ecclesiastical

Date of Construction: Circa 1920

Source: Style/Visual Assessment; Sanborn Map Company 1905; 1933.

Style/Form: Colonial Revival

Architect/Builder: Unknown

Exterior Material:

Foundation: Granite Block

Wall/Trim: Brick/Concrete Trim

Roof: Unknown – Not Visible

Outbuildings/Secondary Structures: Attached single-car garage.

Major Alterations (*with dates*): 20th-century window replacements.

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 1.19

Setting: The property is located in a predominantly residential, urban community within the Wellington-Brownell Street Area. The building is approximately 300 feet west of the Fall River Secondary right-of-way at 189 Wellington Street.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER 189 WELLINGTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

St. Matthew's Convent is a rectangular, three-story, nine-bay by three-bay, brick building constructed in the Colonial Revival style around 1920 with a full-height octagonal staircase addition, a two story full-width porch and an attached single car garage. The building is set along the south boundary of a relatively flat lot lined with a chain-link fence. The lot consists largely of a paved parking lot just north of the building. The building has a flat roof, brick walls of common bond, a concrete water table, and a rough-cut granite foundation. The north-facing facade has a stepped-up parapet roof with a carved concrete keystone above a molded wood cornice that wraps around the remainder of the building at the roofline. This elevation has a two-story centered bay with a molded wood cornice and a pedimented entryway featuring ionic pilasters, a three-light transom, and a non-historic wood paneled door. Fenestration is regular, with simple rectangular openings and non-historic, one-over-one, vinyl windows featuring brick lintels and concrete sills. A brick corbelled chimney pierces the southwest corner of the roof. The full-width two-story porch extends from the western elevation. While the second story is enclosed and sheathed in vertical wood boards and paired non-historic windows, the first story remains open with a lattice balustrade and simple, squared supports.

HISTORICAL NARRATIVE

St. Matthew's Convent was constructed circa 1920 with St. Matthew's Roman Catholic Church to the west; St. Matthew's Parochial School to the east; St. John's Cemetery to the south; and St. Michael's Roman Catholic Church Sunday School, apartments, and St. Michael's Roman Catholic Church to the north (from west to east). The building was constructed as part of the St. Matthew's Roman Catholic Church complex, consisting of the circa 1910 St. Matthew's Roman Catholic Church (demolished between 1971 and 1996) and the circa 1920 St. Mathew's Parochial School (Sanborn Map Company 1905; 1933; 1933-1950).

The building's construction occurred during a transitional period in Fall River history when construction in Fall River was moving from ecclesiastical buildings to educational buildings. Several massive ecclesiastical buildings were constructed in the late nineteenth century. Catholic properties built during this era included Saint Joseph's Roman Catholic Church (MHC No. FLR.240) and several properties constructed by Louis G. Destremps, a local architect of Catholic properties, including Saint Anne's Roman Catholic Church (MHC No. FLR.1534), Saint Anne's Rectory (MHC No. FLR.1535), Saint Anne's Convent (MHC No. FLR.1521), St. Joseph's Orphanage (MHC No. FLR. 1536), Notre Dame School (MHC No. FLR.1529), and the Jesus Marie Convent (FLR.1528) (MHC 1982).

St. Matthew's Convent was associated with St. Matthew's Roman Catholic Church, which was likely established around 1910. The church building faced west with 130-foot flanking towers, a central nave, and 60-foot-high, pilastered interior walls. The property that served St. Matthew's Church previously operated as ecclesiastical organizations, including St. John Baptist Church in 1836, St. Matier's Roman Catholic Church by 1893, St. Mary's Roman Catholic Church from 1905 at the latest until about 1910. St. Mary's Roman Catholic Church was established at a different location in 1855, when it was founded by Reverends Edward Murphy, Richard Hardy, and John Corry. Assistant St. Mary's pastors (from 1855 until 1901) included Reverends John O'Connel, Cornelieus McSweeney, Reverends Louis Dady and James A. Gleason (Sanborn Map Company 1933; 1933-1950; Hurd 1883:361; Jewett 1901:305-306).

The St. Matthew's Convent is not individually eligible for listing in the National Register on its own merit, as it has lost integrity of association to the St. Matthews Roman Catholic Church complex, with the loss of the Church in the late-twenty-first century.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER 189 WELLINGTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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BIBLIOGRAPHY and/or REFERENCES

Hurd, Duane Hamilton

1883 History of Bristol County, Massachusetts. J.W. Lewis & Co., Philadelphia, PA.

Jewett, Sarah Orne

1901 New England Magazine: An Illustrated Monthly, Vol. 24. Warren F. Kellogg, Boston, MA.

Massachusetts Historical Commission (MHC)

1982 MHC Reconnaissance Report: City of Fall River. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Sanborn Map Company

1905 Bristol County, Fall River, Massachusetts Insurance Maps. Sanborn Map Company, New York, NY.

1933 Bristol County, Fall River, Massachusetts Insurance Maps. Sanborn Map Company, New York, NY.

1933-1950 Bristol County, Fall River, Massachusetts Insurance Maps. Sanborn Map Company, New York, NY.

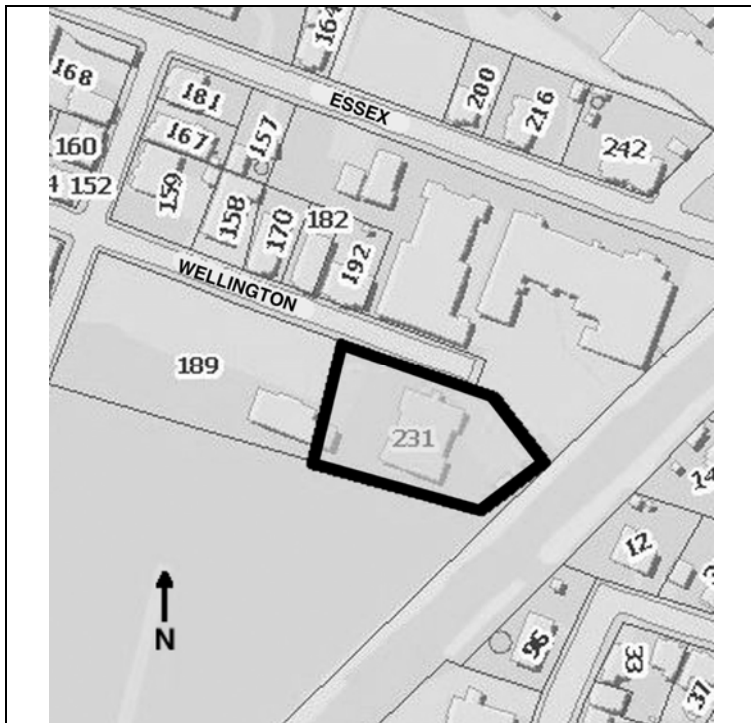
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

S-17-0044

Fall
River

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 231 Wellington Street

Historic Name: St. Matthew's School

Uses: Present: Residential

Original: Ecclesiastical

Date of Construction: Circa 1915

Source: Style/Visual Inspection; City of Fall River 1917;
Sanborn Map Company 1905

Style/Form: Colonial Revival

Architect/Builder: Unknown

Exterior Material:

Foundation: Concrete Block

Wall/Trim: Brick/Concrete Trim

Roof: Unknown – Not Visible

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): Significant late 20th-century modifications of the side and main entrances, including the removal of the main staircase and the addition of an enclosed entry on the north elevation.

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: Less than 1 acre

Setting: The property is located in a predominantly residential, urban community in the Wellington-Brownell Street Area. The building stands along the eastern boundary of the Fall River Secondary right-of-way.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

231 WELLINGTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

Constructed circa 1915, St. Matthew's School is a rectangular, two-story, nine-bay by seven-bay, Colonial Revival style brick building with a raised basement. The building sits on a slightly sloping lot bordered by a concrete wall and chain-link fence. A paved walkway with an iron railing leads from Wellington Street to the north-facing facade. The building has a flat roof with a parapet and copper flashing, a concrete entablature that wraps around the building, brick common bond walls, a concrete water table, and a concrete block foundation. Fenestration is regular, with rectangular window openings and concrete lintels and sills. The main entrance, which historically faced west, consists of a paneled concrete door surround with a broken scroll pediment. A secondary entrance, which is now the main entrance to the building, is similarly styled with a pedimented concrete opening.

During late-twentieth century, the main entrance to the building, which once faced west, was altered to face north. Modifications include the removal of a large staircase that lead up to the west elevation, the replacement of the original entrance with a paired window, and the construction of a segmental arched brick entryway with a glass door. All historic windows were replaced with infill and aluminum sliding windows. Aluminum sliding windows were also installed along the cornice.

HISTORICAL NARRATIVE

St. Matthew's School was constructed circa 1915 with St. Matthew's Covenant and St. Matthew's Roman Catholic Church to the west; the New York, New Haven, and Boston Railroad right-of-way to the east, St. John's Cemetery to the south; and St. Michael's Roman Catholic Church Sunday School, apartments, and St. Michael's Roman Catholic Church to the north (from west to east). The building was constructed as part of the St. Matthew's Roman Catholic Church complex, consisting of the St. Matthew's Roman Catholic Church (established circa 1910 and demolished between 1971 and 1996) and the circa 1920 St. Matthew's Convent. By 1917, 430 students were enrolled in the school (City of Fall River 1918:641; Sanborn Map Company 1905; 1933; 1933-1950).

The building's construction occurred during a transitional period in Fall River history when construction in Fall River was moving from ecclesiastical buildings to educational buildings. Several massive ecclesiastical buildings were constructed in the late nineteenth century. Catholic properties built during this era included Saint Joseph's Roman Catholic Church (MHC No. FLR.240) and several properties constructed by Louis G. Destremps, a local architect of Catholic properties, including Saint Anne's Roman Catholic Church (MHC No. FLR.1534), Saint Anne's Rectory (MHC No. FLR.1535), Saint Anne's Convent (MHC No. FLR.1521), St. Joseph's Orphanage (MHC No. FLR. 1536), Notre Dame School (MHC No. FLR.1529), and the Jesus Marie Convent (FLR.1528) (MHC 1982).

St. Matthew's School was associated with St. Matthew's Roman Catholic Church, which was likely established around 1910. The church building faced west with 130-foot flanking towers, a central nave, and 60-foot-high, pilastered interior walls. The property that served St. Matthew's Church previously operated as ecclesiastical organizations, including St. John Baptist Church in 1836, St. Matier's Roman Catholic Church by 1893, St. Mary's Roman Catholic Church from 1905 at the latest until about 1910. St. Mary's Roman Catholic Church was established at a different location in 1855, when it was founded by Reverends Edward Murphy, Richard Hardy, and John Corry. Assistant St. Mary's pastors (from 1855 until 1901) included Reverends John O'Connel, Cornelieus McSweeney, Reverends Louis Dady and James A. Gleason (Sanborn Map Company 1933; 1933-1950; Hurd 1883:361; Jewett 1901:305-306).

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

231 WELLINGTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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Over time, this property has lost integrity of design, with significant non-historic alterations of the original west-facing entrance and addition of a non-historic, modern main entrance on the northern elevation and as a result, the St. Matthew's School is not individually eligible for listing in the National Register of Historic Places.

BIBLIOGRAPHY and/or REFERENCES

City of Fall River

1917 "Report of the Board of Health for the Year Ending December 31, 1917." Fall River City Documents. Fall River, MA.

Hurd, Duane Hamilton

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Massachusetts Historical Commission (MHC)

1982 MHC Reconnaissance Report: City of Fall River. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

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1905 Bristol County, Fall River, Massachusetts Insurance Maps. Sanborn Map Company, New York, NY.

1933 Bristol County, Fall River, Massachusetts Insurance Maps. Sanborn Map Company, New York, NY.

1933-1950 Bristol County, Fall River, Massachusetts Insurance Maps. Sanborn Map Company, New York, NY.

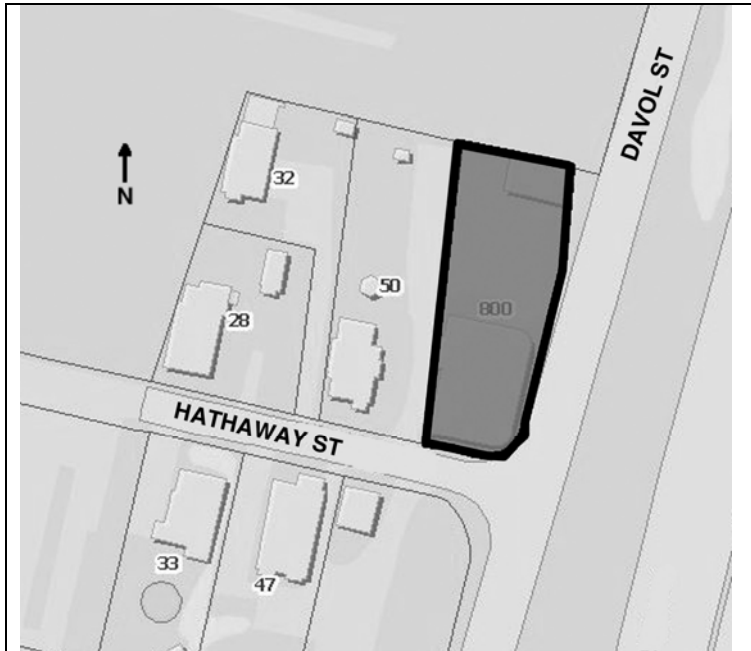
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December 2012

Assessor's Number USGS Quad Area(s) Form Number

O-21-0006

Fall
River

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 800 Davol Street

Historic Name: Residence / Inn

Uses: Present: Commercial

Original: Residential/Commercial

Date of Construction: Circa 1910

Source: Sanborn Map Company 1905; 1933;
Style/Visual Inspection

Style/Form: French Second Empire

Architect/Builder: Unknown

Exterior Material:

Foundation: Unknown – Not Visible

Wall/Trim: Vinyl

Roof: Faux Slate

Outbuildings/Secondary Structures: One late-20th-
century, three-bay garage.

Major Alterations (*with dates*): Between 2003 and 2004,
the building was extensively renovated with the addition of
a Neocolonial style, wrap-around porch and the replacement
of historic fabric with synthetic materials.

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.245

Setting: Situated in an isolated urban residential
neighborhood between Mount Hope Bay and Route 79, the
building is located approximately 400 feet from the
proposed Fall River Depot Station on the Fall River
Secondary right-of-way.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

800 DAVOL STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

The Davol Street Inn is an ell-shaped, two-and-one-half-story, five-bay by three-bay, wood-frame, French Second Empire style building constructed circa 1910 with a central, three-story tower extending from the south-facing facade. The building sits on a relatively flat lot with concrete curbing and a large paved parking lot to the north, bound by a wood fence. The building has mansard roof with pedimented dormers. The main entrance features a broken scroll pediment and plain pilasters with a non-historic vinyl paneled door. The building was updated in the early twentieth century with a Colonial Revival style enclosed rear porch and entrance surrounds. Non-historic vinyl windows, other vinyl building materials, faux slate roof material, and a Neocolonial style wrap-around porch with a dentilated cornice and simple balustrade were added to the property between 2003 and 2004.

HISTORICAL NARRATIVE

Circa 1910, the Davol Street Inn, located at 800 Davol Street, was constructed in the French Second Empire style just two blocks west of the Fall River railroad station and several blocks south of the Fall River Yacht Club pier. Three wood-framed outbuildings formerly existed to the north of the building, beginning on a portion of the property now occupied by a parking lot (Sanborn Map Company 1905; 1933; 1933-1950). Between 2003 and 2004, the property was extensively renovated with vinyl windows and a Neocolonial style wrap-around porch. All historic fabric has been replaced with non-historic vinyl and faux slate. The modifications to the building have resulted in a loss of integrity necessary to convey any architectural significance and building is not eligible for listing in the National Register of Historic Places.

BIBLIOGRAPHY and/or REFERENCES

Sanborn Map Company

1905 *Bristol County, Fall River, Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.

1933 *Bristol County, Fall River, Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.

1933-1950 *Bristol County, Fall River, Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

N.16.0001

Fall
River

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 70 Water Street

Historic Name: American Printing Company Machine Shop

Uses: Present: Marine Museum at Fall River

Original: Machine Shop

Date of Construction: 1900

Source: Foster 1916, Sanborn Map Co. 1905

Style/Form: Vernacular industrial

Architect/Builder: Unknown

Exterior Material:

Foundation: Granite

Wall/Trim: Brick

Roof: Rubber membrane

Outbuildings/Secondary Structures:

Major Alterations (*with dates*): Museum addition to west facade and interior alterations (date unknown).

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.438

Setting: The American Printing Company Machine Shop, now the Marine Museum at Fall River, is a set on a low-lying terrace adjacent to the Taunton River that is occupied by densely built-up industrial lofts, warehouses, and railroad and port infrastructure. It occupies a corner lot at the intersection of Anawan and Water streets with a deep, landscaped setback from Water Street and a shallower paved setback from Anawan Street. The Water Street frontage is landscaped with grass, shrubs, and museum exhibit pieces. A gas pipe railing anchored in hammered granite blocks divides the Anawan Street sidewalk from the north elevation of the building. Parking and alleyways flank the east and south sides of the building, respectively.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

70 WATER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The American Printing Company Machine Shop is a typical early twentieth-century, vernacular industrial mill loft. The eleven-bay-by-eight-bay, brick industrial building is constructed on a rectangular plan and has two full stories as well as a partially-exposed basement. The subtly-pitched “flat” gable roof is clad in rubber roll roofing and has open soffits with exposed, beveled rafter tails and plank cornice molding. Two low brick chimneys pierce the northeast corner of the roof. The brick walls are laid in common bond with regularly-spaced window openings having brick segmental arch lintels and quarry-faced granite sills. Composite panels have replaced the entirety of the window sash. A low granite water table runs around the building. The altered entry is placed on the west end of the building and set within a modern brick vestibule with an arched roof and aluminum and glass door and surround. A large steel channel and composite panel sign and flanking towers, which is intended to evoke the appearance of a wood steamship’s superstructure, has been constructed across the west elevation. A hoist and pulley block projects from the second floor above the entry, but the associated loading bay is now filled with a composite panel.

The loft interior is occupied by the public exhibit and museum storage areas of the Marine Museum at Fall River. Where still present, historical architecture finishes are typical of period fire-resistive mill construction and include heavy timber and cast iron framing, plank ceilings, and painted brick walls. Flooring utilized a combination of brick and concrete surfaces, with large wood and granite blocks for machine pads remaining from the building’s earlier use. A mezzanine level has been inserted into the center of the building and stairwells have been updated with new materials.

HISTORICAL NARRATIVE

American Printing Company, which was one of Fall River’s earliest and largest textile concerns, was founded in 1834 by Holder Borden, whose holdings also included the Fall River Iron Works Company (see area form FLR.J). Borden and his sons steadily expanded the firm over the next 30 years despite occasional market setbacks and a major fire. In the 1870s, these losses necessitated new capital, and the company reorganized as the American Print Works with brothers Thomas J. and Matthew C.D. Borden as chief officers. M.C.D. Borden consolidated ownership of the company over the next decade, and then embarked on a massive construction campaign located west and north of Anawan Street to expand printing capacity and add cloth manufacturing to his enterprise. The Machine Shop was constructed in 1900 as part of this program. Following the collapse of the New England textile industry in the 1920s and the demise of the American Printing Company, the Machine Shop was occupied by a series of manufacturing and light industrial tenants, including a manufacturer of mops. It is now owned and occupied by the Marine Museum at Fall River, who have substantially renovated the structure for use as display galleries and meeting spaces (Foster 1916:5-8, 341-343; Stone 1930:165-168).

The neighboring American Printing Company complex (FLR.J), located north of Anawan Street, was listed in the National Register as part of the Fall River MRA in 1983, but the Machine Shop was excluded from the Area Form and National Register nomination (Fox 1982; Frontiero et al. 1982). The Machine Shop is not recommended individually eligible for listing in the National Register. The property has marginal associations with the American Printing Company and it has suffered a loss of integrity because of recent alterations associated with its conversion to an exhibit hall.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

70 WATER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Stone, Orra L.

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INVENTORY FORM B CONTINUATION SHEET

FALL RIVER 70 WATER STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s)	Form No.
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Rear elevation of American Printing Company Machine Shop.

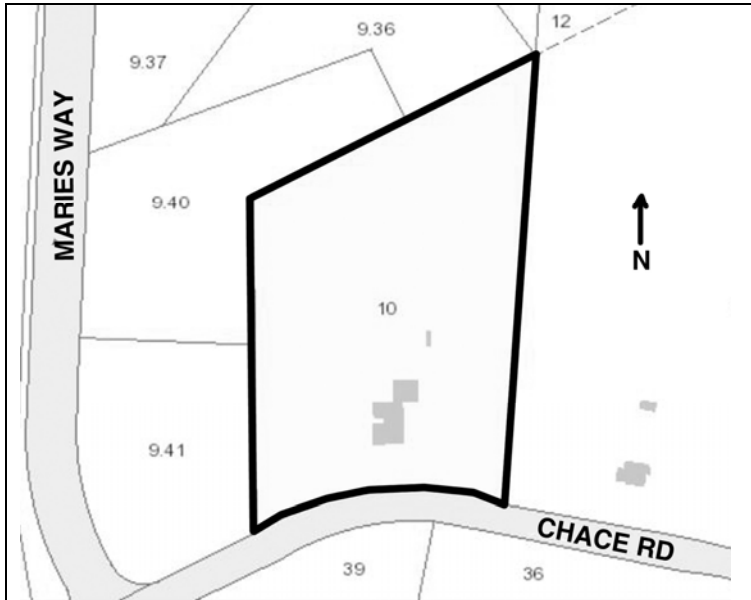
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

228-10-0-R

Assawompset
Pond

FRE.166

Town/City: Freetown

Place: (*neighborhood or village*):

Address: 76 Chace Road

Historic Name: Cummings, George House

Uses: Present: Residential

Original: Residential

Date of Construction: Circa 1806

Source: Thomas 1978; Style/Visual Inspection

Style/Form: Cape

Architect/Builder: Unknown

Exterior Material:

Foundation: Granite

Wall/Trim: Wood Clapboard

Roof: Asphalt Shingle

Outbuildings/Secondary Structures: One detached 19th-century barn.

Major Alterations (*with dates*): Mid-19th-century rear addition and inset entry porch.

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 2.593

Setting: Within a predominantly rural, residential area, the building is oriented south toward a commercial cranberry bog across Chace Road and north of a heavily forested landscape. The property is located approximately 400 feet west of the New Bedford Main Line right-of-way

INVENTORY FORM B CONTINUATION SHEET

FREETOWN

76 CHACE ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FRE.166

☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

The George Cummings House is a rectangular, five-bay by three-bay, one-story, wood framed Cape Cod cottage constructed circa 1806, with a late-nineteenth-century, one-story, side-gabled, rear addition that extends east and a secondary Queen Anne-style inset porch. The building has a side gable asphalt roof, wood clapboard siding, a mortared granite foundation, and a central brick chimney. The south-facing building sits on a slightly sloping, moderately wooded lot with plantings dotting the property. A short wood picket fence extends along the road, breaking for an unpaved driveway loop that surrounds the building. A molded wooden cornice wraps around the building at the roof line. Fenestration on the building consists of rectangular openings with wood molded lintels and sills and twelve-over-twelve double-hung windows. The main entrance piercing the center of the facade has a plain surround and a replacement wood paneled door with four lights. The secondary two-bay by two-bay Queen Anne-style inset porch is supported by three turned posts and a free classic balustrade. A detached barn constructed circa 1820 stands in the northeast corner of the property, with vertical wood sheathing board siding, an asphalt roof, and a central cupola piercing the ridgeline.

HISTORICAL NARRATIVE

The George Cummings House at Chace Road was constructed circa 1806 in the Cape Cod style, most likely for the man whom the house is named. George Cummings was involved in town as a selectman and town assessor, and served in the war of 1812. George Cummings belonged to the second Freetown company (of two) for the War of 1812. In 1834, and between 1836 and 1837, George Cummings became a town assessor, and collectively raised a total of \$4,500 for the town. Between 1837 and 1839, and again in 1841, Cummings was elected as one of the town selectmen (J.H. Franklin & Co. 1902:75, 140, 146). By the mid- to late-nineteenth century, the property was transferred into the Chace family, and in 1871, is listed under the ownership of A.H. Chace. By the 1880s, O. Chace owned the property and his heirs took over by 1895 (Beers 1871; Everts & Richards 1895; Thomas 1978).

There are other, better-preserved examples of late eighteenth- to early nineteenth-century Cape Cod style properties throughout Freetown; including the Charles A. Morton House (MHC No. FRE.133), the Hathaway House (MHC No. FRE.163), Dr. James Ashley House (MHC No. FRE.100), the Hopkins-Briggs House (MHC No. FRE.9), the Dr. Bradford Braley House (MHC No. FRE.150), and residences at 26 Forge Road (MHC No. FRE.67), and 21 Forge Road (MHC No. FRE.66). Therefore, this property is not individually eligible for listing in the National Register of Historic Places (MHC 1981).

BIBLIOGRAPHY and/or REFERENCES

Beers, Frederic W.

1871 *Atlas of Bristol County, Massachusetts*. F.W. Beers and Company, New York, NY.

Everts & Richards Co.

1895 *Atlas of Bristol County, Massachusetts*. On file, Freetown Historical Society, Freetown, MA.

J.H. Franklin & Co.

1902 *A History of the Town of Freetown, Massachusetts*. J.H. Franklin & Co., Fall River, MA.

INVENTORY FORM B CONTINUATION SHEET

FREETOWN

76 CHACE ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FRE.166

Massachusetts Historical Commission (MHC)

1981 *MHC Reconnaissance Survey Report: Town of Freetown*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Thomas, Helen

1978 *MHC Building Form: George Cummings House (FRE.166)*. Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.



View looking northwest towards the barn.

FORM F – STRUCTURE (BRIDGE)

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's Number USGS Quad Area(s) Form Number

Unassigned

Somerset

Photograph



Town/City: Lakeville

Place (*neighborhood or village*):
Myricks

Street/Route: Fall River Secondary Line

Carried over: Assonet River (a/k/a Cedar Swamp)

Historic/Common name: Railroad Bridge No.0.92
(previously No. 8.24 over Assonet River)

Ownership: MassDOT
(Name of state agency or municipality)

Mass. Highway bridge no.:

Bridge type: Plate girder

Bridge typology code 1:1 2:2 3:1 4:18

Date of Construction: 1908

Source: New Haven 1908

Engineer/Designer: Unknown

Bridge company/Contractor: Unknown

Material (s): steel, granite, wood

Alterations (*with dates*):
None

Posted load limit (*if any*): None

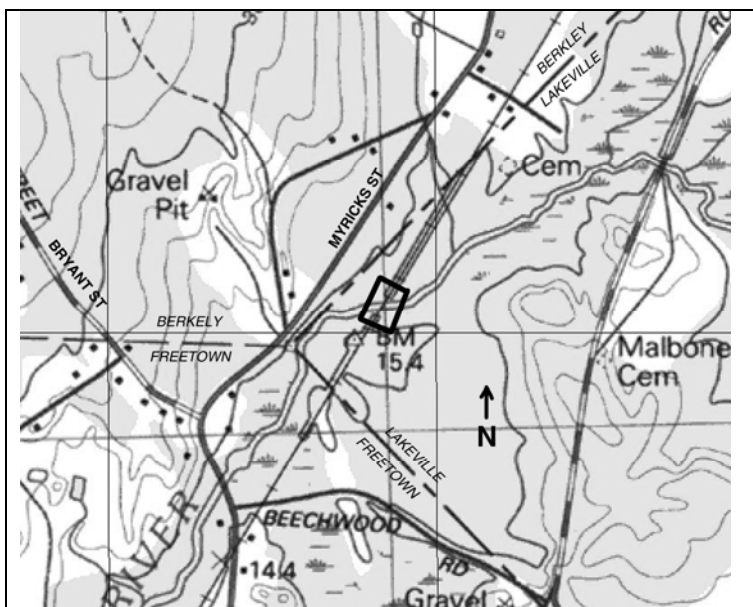
Condition: Fair

Moved ☐ no ☒ yes **Date:** 1908

Acreage: <1.00

Setting: Railroad Bridge No. 0.92 over the Assonet River carries the Fall River Secondary Line over the Assonet River in the forested southwest corner of Lakeville. The structure is located 0.92 miles south of Myricks Junction, where the Fall River Secondary intersects with the New Bedford Main Line.

Locus Map



UTM Reference: 0331055 E; 4631495 N

Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year*): December 2012

INVENTORY FORM F CONTINUATION SHEET

LAKEVILLE

MILEPOST 0.92, FALL RIVER

SECONDARY RR LINE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Superstructure:

Overall length: 60 ft	Deck width: 10 ft	Skew: 0
Main unit: No. of spans: 3		Span length: 19.5 ft – 23 ft
Approaches: No. of spans:		Span length:

Substructure *(structure below deck)*

Height above feature spanned: 5 ft	Material of abutments or piers: Granite
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☐ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.*

ENGINEERING/DESIGN ASSESSMENT

Railroad Bridge No. 0.92 over the Assonet River (a/k/a Cedar Swamp) is a three-span, single-track, riveted plate girder deck bridge. It measures approximately 60 feet long between the abutments and 10 feet wide out-to-out. The span length varies from 19.5 to 23 feet. Each span is assembled from four built-up, riveted steel plate girders (2 girders spaced 2 feet on-center under each rail). Girders on the center span are 2 feet deep and those on the approach spans are 2.5 feet deep. All girders are joined with riveted diaphragms. The girders are topped with an open timber deck of sleepers bolted directly to the girders. The bridge rises about 5 feet above the water and rests on granite piers and abutments. The squat piers are approximately 15 feet long, 5 feet wide, and are composed of mortared split rubble masonry topped with massive rectangular slabs. The 14 foot-wide abutments are of similar construction with granite slab backwalls and stepped flared wingwalls. There are no plaques or other identification markings on the structure. The bridge is in fair condition.

HISTORICAL NARRATIVE

Railroad Bridge No. 0.92 over the Assonet River (a/k/a Cedar Swamp) lies on a section of railroad right-of-way chartered in 1844 as the Fall River Branch Railroad. This company merged with the Fall River Railroad system in 1845 and subsequently was acquired by the Old Colony Railroad in 1872. The New York, New Haven & Harford Railroad (the New Haven) purchased the route in 1893 and operated it until 1969. Bridge plans drafted by the railroad show that the New Haven erected the current span in 1908 with girders reused from three different bridges on its New York Division. At that time the bridge was designated No. 8.24 over the Assonet River. The piers and abutments are from a predecessor span of an unknown date. There is no record of the work in the railroad's annual reports (Karr 1995:332–334; New Haven 1908; VHB 1995).

Railroad Bridge No. 0.92 over the Assonet River is not recommended eligible for listing in the National Register. The bridge is a relatively small example of a common railroad bridge type and is not associated with any important transportation improvements in Lakeville.

INVENTORY FORM F CONTINUATION SHEET

LAKEVILLE

MILEPOST 0.92, FALL RIVER
SECONDARY RR LINE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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BIBLIOGRAPHY and/or REFERENCE

Karr, Ronald Dale

1995 *The Rail Lines of Southern New England: A Handbook of Railroad History*. Branch Line Press, Pepperell, MA.

New York, New Haven & Hartford Railroad (The New Haven)

1908 *N.Y.N.H. & H. R.R. Taunton Div. Bridge #8.24 (Old #301) over Assonet River, Myricks, Mass.* New York, New Haven & Hartford Railroad. On file, MBTA Plan Room, Boston, MA.

Vanasse Hangen Brustlin, Inc. (VHB)

1995 *Undergrade Bridge Inspection and Rating Report, MBTA New Bedford/Fall River Commuter Rail Project, Boston Massachusetts to New Bedford and Fall River, Massachusetts*. Prepared for MBTA, Boston, MA by VHB, Boston, MA in association with Lamson Engineering Corporation, Reid H. Potter Associates Inc., and Sverdrup Civil, Inc.

INVENTORY FORM F CONTINUATION SHEET

LAKEVILLE MILEPOST 0.92, FALL RIVER
SECONDARY RR LINE

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s)	Form No.
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Deck view of Bridge No. 0.92, looking south.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon
Organization: PAL
Date (month / year): December 2012

Assessor's Number	USGS Quad	Area(s)	Form Number
85 192	New Bedford North		NBE.0494

Town/City: New Bedford

Place: (*neighborhood or village*):

Address: 844 Acushnet Ave

Historic Name: Guardian Angel Parochial Schoolhouse

Uses: Present: Unknown

Original: Ecclesiastical

Date of Construction: Circa 1896

Source: Mendes 1978; Sanborn Map Company 1893; 1906; City Directory 1896

Style/Form: Vernacular

Architect/Builder: Unknown

Exterior Material:

Foundation: Granite Block

Wall/Trim: Vinyl

Roof: Asphalt Shingle

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): Late-20th- to early-21st-century alterations in the fenestration and replacement of historic fabric with non-historic, synthetic materials.

Condition: Fair

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.243

Setting: The building is located approximately 300 feet east of the New Bedford Main Line right-of-way in a predominantly industrial, urban area.

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

844 ACUSHNET AVENUE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NBE.0494

☐ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION:**

Constricted circa 1896, the Guardian Angel Parochial Schoolhouse is a two-story, five-bay by two-bay wood-frame building with a hipped roof and a front-gabled entrance addition. It is situated in the southeast corner of a relatively flat lot bordered by a chain-link and barbed-wire fence. The remainder of the lot consists of a large paved parking area. The building has a centered gable end and a brick chimney piercing the asphalt roof, vinyl siding, and a rough-cut granite block foundation. The inset main entrance has a simple shed roof and vinyl supportive column with a historic wood paneled set of doors. Fenestration consists of non-historic, small, simple, rectangular, vinyl, one-over-one windows.

HISTORICAL NARRATIVE

Constructed one block north of the Wamsutta Mills around 1896, the Guardian Angel Parochial Schoolhouse at 844 Acushnet Avenue was built to serve as a school managed by the Sisters of the Holy Cross. Opening in 1897, the school operated for twelve years as the Guardian Angel Parochial School until it transitioned into the church of Our Lady of the Holy Rosary, formed by two, small, local churches, St. Anthony's and Sacred Heart. While the first floor remained in use as a school, the second story was used for church services. This church continued to be active until 1966, when attendance declined after the removal of several residences to accommodate highway development. Lacking architectural integrity with extensive non-historic additions and modifications, the Guardian Angel Parochial Schoolhouse is not eligible for listing in the National Register of Historic Places (Bristol County Registry of Deeds; City of Fall River 1897; Mendes 1978; New Bedford Public Library; New Bedford Town Assessor Office; New Building Records; Everts & Richards 1895; Sanborn Map Company 1893; 1906).

BIBLIOGRAPHY and/or REFERENCES

Bristol County Registry of Deeds (79/421; 185/83; 247/168)

City of Fall River

1897 *City Directory*. City of Fall River, Fall River, MA

Everts & Richards

1895 *Atlas of Bristol County, Massachusetts*. On file, Freetown Historical Society, Freetown, MA.

Mendes, Jeff

1978 *MHC Building Form: Our Lady of the Holy Rosary (NBE.0494)*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

New Bedford Public Library

New Bedford Town Assessor Office

New Building Records

Sanborn Map Company

1893 *Bristol County, New Bedford, Massachusetts*. Sanborn Map Company, New York, NY.

1906 *Bristol County, New Bedford, Massachusetts*. Sanborn Map Company, New York, NY.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

1 - 13

Taunton

Town/City: Raynham

Place: (*neighborhood or village*):

Address: 521 Prospect Hill

Historic Name:

Uses: Present: Agricultural/Residential

Original: Agricultural/Residential

Date of Construction: Circa Late-18th C.

Source: Style, Annin Smith & Co 1830

Style/Form: Vernacular

Architect/Builder: Unknown

Exterior Material:

Foundation: Stone

Wall/Trim: Wood Shingle

Roof: Asphalt Shingle

Outbuildings/Secondary Structures:

One detached, early-20th-century, chicken coop;

One detached, late-18th-century, New England style barn.

Major Alterations (*with dates*):

Late-19th-century modifications to the fenestration and the addition of synthetic windows in the late-20th-century.

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 19.3

Setting: The property extends between Prospect Hill Street and the west side of the Stoughton Line right-of-way in a rural, predominantly residential community.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

The house at 521 Prospect Hill Street sits on a slightly sloping, narrow, rectangular lot predominantly wooded with a small portion dedicated to open space for farming. This property contains a house, barn, and chicken coop, with a gravel driveway leading to the main entrances of the south-facing house and the west-facing barn. Shrubbery and small trees surround the sill of the house. The house, which is oriented south, is a rectangular, two-bay by three-bay, one-story, wood-framed, side-gabled vernacular style building with two increasingly smaller connected work sheds extending from the east elevation that are similarly designed and oriented. The building has side-gable asphalt roofs, wood shingle siding, mortared granite foundations, a central brick chimney on the main block, and an off-centered tall corbelled brick chimney on the easternmost addition.

A detached New England style barn constructed around the same time as the farmhouse stands just southeast of the farmstead. The barn has an asphalt shingle roof, wood shingle siding, a hay door, and large, hinged, wood paneled barn doors on the west-facing facade, and an attached rear shed.

A chicken coop sits alongside Prospect Hill Street in the northwestern corner of the property. Constructed in the early 20th century, the chicken coop is constructed of mortared granite blocks with a tin shed roof and a wood post-and-beam standing seam tin shed-roofed addition, extending from the northern elevation. The west-facing facade has a hay door and a hinged wooden board-and-batten door. The addition walls are loosely sheathed with paneled plywood. A large wood-paneled sliding door connects the western elevation of the addition to the chicken coop. A single-room non-historic addition extends from the eastern elevation of the shed-roof addition.

HISTORICAL NARRATIVE

The house at 521 Prospect Hill Street was constructed at an unknown date, likely in the late-eighteenth century. Little is known about the early history of this property. The earliest identified owner is farmer Rufus Lincoln, who occupied the house from at least 1830 until his death in 1868. In 1860, U.S. Census records indicate that this 25-acre farmstead was worth \$900.

Upon Lincoln's death, the farmstead was then transferred into the hands of 23-year-old Thomas T. Wilbur, who owned the property at least until 1890. At this time, farming and cattle raising was a popular industry in Raynham. An Elbridge S.P. Wilbur, likely a relative, owned a neighboring property. Thomas Wilbur owned the property until at least 1910, when he married Susan C. (Smith 1830; State of Massachusetts 1869; U.S. Census 1860; Beers 1871; Everts & Richards 1895; U.S. Census 1910).

Although the property at 87 Prospect Hill Street is an early existing farmstead in the town of Raynham, it has lost architectural integrity with significant, non-historic modifications of the fenestration, and introduction of non-historic, synthetic materials. Furthermore, the no strong historical associations with the town's agricultural development were identified that would make it eligible for listing in the National Register of Historic Places.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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View looking northeast towards the property at 521 Prospect Hill Road, including the residence and barn.



View looking southeast at the chicken coop.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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View looking east at the barn.

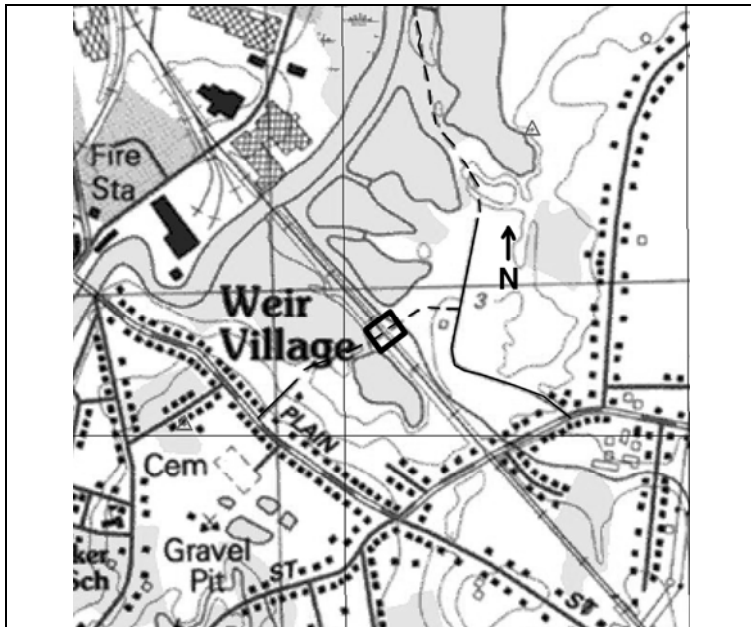
FORM F – STRUCTURE (BRIDGE)

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



UTM Reference: 0327282 E; 4639138 W

Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

92-459

Taunton

Town/City: Taunton

Place (neighborhood or village):
Weir Village

Street/Route: New Bedford Main Line Railroad

Carried over: Brickyard Road (private lane, abandoned)
(Railroad, river, brook, canal or road)

Historic/Common name: Bridge No. 12.00 Over
Brickyard Road (formerly No. 62.25 over Private Crossing)

Ownership: MassDOT
(Name of state agency or municipality)

Mass. Highway bridge no.:

Bridge type: Stringer

Bridge typology code 1:1 2:2 3:1 4:12

Date of Construction: 1906

Source: Boston Bridge Works 1906

Engineer/Designer: Boston Bridge Works

Bridge company/Contractor: Boston Bridge Works

Material (s): steel, concrete, granite

Alterations (with dates): Replacement of west span with
current welded structure (after ca. 1950)

Posted load limit (if any): None

Condition: Fair - Poor

Moved ☒ no ☐ yes **Date:**

Acreage: <1.00

Setting: Bridge No. 12.00 Over Brickyard Road in Taunton is located in a wooded, marshy, and uninhabited section of Taunton on the New Bedford Main Line. It is 0.2 miles southeast of the Taunton River and about the same distance northeast of Hart Street.

INVENTORY FORM F CONTINUATION SHEET

TAUNTON

MILEPOST 12.00, NEW
BEDFORD MAIN LINE RR ROW

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Superstructure:

Overall length: 14 ft	Deck width: 22 ft	Skew: 0
Main unit: No. of spans: 1		Span length: 14
Approaches: No. of spans:		Span length:

Substructure *(structure below deck)*

Height above feature spanned: 7.5 ft	Material of abutments or piers: Granite and concrete
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☐ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.*

ENGINEERING/DESIGN ASSESSMENT

Bridge No. 12.00 Over Brickyard Road carries the New Bedford Main Line right-of-way over an abandoned private lane that forms an extension of Akron Lane in Taunton. The bridge is a two-track, single-span, steel, stringer structure with an open timber deck 22 feet wide. Separate superstructures for each track cross the 14-foot span. The older east deck, now without rails, consists of a pair of stringers under each rail stiffened with lateral and diagonal L-channel cross-bracing. Each stringer is assembled from pair of 2 foot-deep, rolled steel I-beams spaced one foot on-center and joined with riveted diaphragms. The newer west deck consists of a pair of 2 foot-deep, rolled steel I-beams (one under each rail). The stringers are reinforced with welded lateral and diagonal cross-bracing. The bridge abutments, which appear to predate the superstructure, are 57 feet wide, including their stepped wingwalls. These are assembled from massive split granite ashlar masonry bound with heavy iron cramps. Cast onto the face of each abutment is about 3 inches of unreinforced concrete, which is now crumbling and spalling. The abutments are topped with concrete bridge seats and backwalls. The bridge is in fair to poor condition.

HISTORICAL NARRATIVE

The railroad right-of-way at the Bridge over Brickyard Road location was established in 1838 by the New Bedford & Taunton Railroad, which was later acquired by the Old Colony Railroad and subsequently by the New York, New Haven & Hartford Railroad (the New Haven). The earliest construction of a bridge at this crossing is unknown, although historical maps show brickyard activity in the vicinity beginning in the 1870s. According to plans and annual reports, the present east superstructure was designed by the Boston Bridge Works and erected in 1906-1907 by the New Haven as one of two replacements for timber stringer spans at the crossing. Valuation maps show that during the New Haven's tenure, the bridge was designated private crossing No. 62.25. The abutments from the timber bridge were retained and strengthened with concrete. This construction appears to have been part of a larger program of bridge replacement that the railroad completed in 1907. The railroad's annual reports for the period do not make specific mention of this relatively minor structure, but state that "bridges have been strengthened for heavier engines between Taunton and New Bedford" (NY,NH&H 1907:7). The west superstructure date is unknown, but its welded method of assembly indicates that it was erected sometime after World War II to replace the second 1906 girder span (Beers 1871; The Boston Bridge Works 1906; Karr 1995:327-330; The New Haven 1907, 1915; VHB 1995).

Bridge No. 12.00 is not recommended eligible for the National Register. Both halves of the structure are typical examples of one of the most common types of railroad bridge design. The structure is not associated with any significant developments in Taunton's transportation network.

INVENTORY FORM F CONTINUATION SHEET

TAUNTON

MILEPOST 12.00, NEW
BEDFORD MAIN LINE RR ROW

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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BIBLIOGRAPHY and/or REFERENCE

Beers, Frederic W.

1871 *Atlas of Bristol County, Massachusetts*. F.W. Beers and Company, New York, NY.

The Boston Bridge Works

1906 *N.Y., N.H. & H. R.R. Bridge #221, Taunton Division*. The Boston Bridge Works, Boston, MA. On file, MBTA Plan Room, Boston, MA.

Karr, Ronald Dale

1995 *The Rail Lines of Southern New England: A Handbook of Railroad History*. Branch Line Press, Pepperell, MA.

New York, New Haven & Hartford Railroad (The New Haven)

1907 *Thirty-Sixth Year: General Statement of the Affairs of the New York, New Haven and Hartford Railroad Company for the Year Ending June 30, 1907*. The Price, Lee & Adkins Co., New Haven, CT.

1915 *Right of Way and Track Map, Old Colony R.R. Co. operated by the New York, New Haven and Hartford R.R. Co. From Mansfield to New Bedford, Station 630+80 to Station 683+60*. June 30. Office of Valuation Engineer, Boston, MA.

Vanasse Hangen Brustlin, Inc. (VHB)

1995 *Undergrade Bridge Inspection and Rating Report, MBTA New Bedford/Fall River Commuter Rail Project, Boston Massachusetts to New Bedford and Fall River, Massachusetts*. Prepared for MBTA, Boston, MA by VHB, Boston, MA in association with Lamson Engineering Corporation, Reid H. Potter Associates Inc., and Sverdrup Civil, Inc.

INVENTORY FORM F CONTINUATION SHEET

TAUNTON MILEPOST 12.00, NEW
BEDFORD MAIN LINE RR ROW

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Bridge No. 12.00 east span, looking west.



Bridge No. 12.00 west span, looking east.

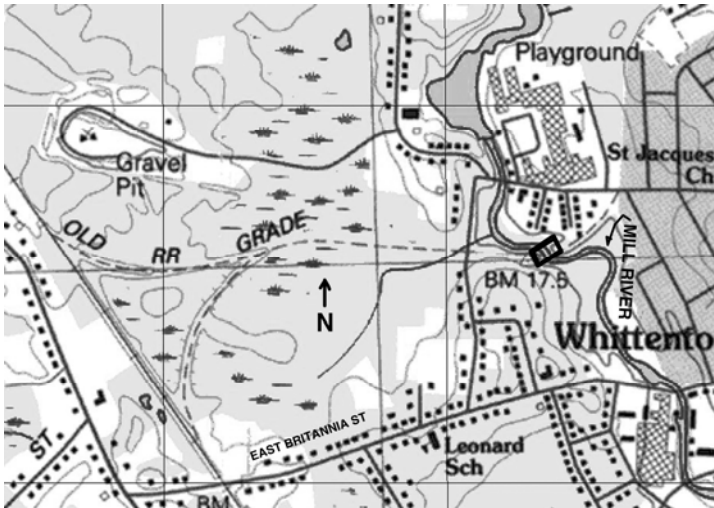
FORM F – STRUCTURE (BRIDGE)

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



UTM Reference: 0325470 E; 4643242 W

Recorded by: J. Daly, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number	USGS Quad	Area(s)	Form Number
38-553,554	Taunton		

Town/City: Taunton

Place (neighborhood or village):
Whittenton Village

Street/Route: Whittenton Branch Railroad

Carried over: Mill River

(Railroad, river, brook, canal or road)

Historic/Common name: Railroad Bridge over Mill River
(formerly Bridge No. 20.66 over Mill River)

Ownership: MassDOT

(Name of state agency or municipality)

Mass. Highway bridge no.:

Bridge type: Slab - concrete

Bridge typology code 1:2 2:5 3:1 4:1

Date of Construction: ca. 1930

Source: New Haven 1915; Sanborn Map Co. 1937

Engineer/Designer: Unknown

Bridge company/Contractor: Unknown

Material (s): Reinforced concrete, split granite

Alterations (with dates): Tracks removed and deck paved
with asphalt (date unknown)

Posted load limit (if any): None

Condition: Poor

Moved ☒ no ☐ yes Date:

Acreage: <1.00

Setting: The Railroad Bridge over the Mill River is located on the Whittenton Branch between Warren and Whittenton streets in Taunton. It is located on a wooded reach of the Mill River, where it passes behind a residential neighborhood in Whittenton Village.

INVENTORY FORM F CONTINUATION SHEET

TAUNTON MILEPOST 32.16, WHITTENTON BRANCH
RR ROW

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Superstructure:

Overall length: 80 ft	Deck width: 27 ft	Skew: 0
Main unit: No. of spans: 7		Span length: 16 (typ.)
Approaches: No. of spans:		Span length:

Substructure (*structure below deck*)

Height above feature spanned: Approx. 8 ft	Material of abutments or piers: granite, reinforced concrete
--	--

- ☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ENGINEERING/DESIGN ASSESSMENT

The Railroad Bridge over the Mill River is a seven-span, continuous, reinforced concrete deck bridge/trestle. It is approximately 80 feet long between the abutments, 27 feet wide (out-to-out), and has typical spans of 16 feet. The outside thickness of the bridge deck (measured from the top of the curb to the underside of the deck) varies from 3 feet, 9 inches on the north side to 5 feet on the south side, presumably to accommodate a superelevation of the railroad tracks on their curving alignment. The edges of the deck are decorated with cast concrete panels and topped with pipe railings. The railroad tracks have been replaced with an asphalt surface. The solid concrete cutwater piers are 2.5 feet thick, rise about 8 feet above the water, and have a small, 2 foot-high open section consisting of 30 inch diameter concrete piles. The east abutment is split granite. The west abutment, which is skewed, is reinforced concrete. There is no bridge plaque or other identification marking on the structure. The bridge is in poor condition.

HISTORICAL NARRATIVE

The Whittenton Branch right-of-way on which the Railroad Bridge over the Mill River is located was constructed in 1882 by the Dighton & Somerset Railroad, acquired by the Old Colony Railroad in 1865, and purchased by the New York, New Haven & Hartford Railroad (the New Haven) in 1893. The New Haven operated the Whittenton Branch until it obtained permission to abandon the line in 1958. The line served as a minor, connecting segment within the complicated and extensive rail network of southeastern Massachusetts. Historical maps of the Whittenton Branch show that the Mill River crossing was spanned by a wood pile structure, designated No. 20.66, until at least 1915. At an unknown date between 1915 and 1937, the present span was constructed by the New Haven, utilizing one of the abutments of the earlier structure. No record of the bridge replacement could be found in New Haven annual reports and plans are not available for the structure (Karr 1995:323-326; The New Haven 1915; Sanborn Map Company 1937).

The Railroad Bridge over the Mill River is an example of a multi-span concrete deck bridge – a relatively common solution for low-level, medium span railroad crossings where falsework is easily constructed and the obstruction of a navigation channel or other feature does not present a problem. Such structures, whether designed as a continuous structure or series of simple spans, were broadly used after circa 1910 and represent the transference of the wood timber trestle design into the newer medium of reinforced concrete. Multi-span trestles often utilize open piers or bents to economize on materials. In the case of the Mill River Span, the piers utilize a more unusual combination of solid construction with a short section of open work. The design was presumably a compromise intended to protect the structure against ice flows or water-borne debris while also allowing an increased volume of water to pass through the piers during flood stage (Howson et al. 1921:217, 220, 281).

INVENTORY FORM F CONTINUATION SHEET

TAUNTON MILEPOST 32.16, WHITTENTON BRANCH
RR ROW

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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The Railroad Bridge over the Mill River is not recommended eligible for the National Register . The structure is a relatively late example of multi-span continuous concrete deck bridge or trestle type and has no associations with important transportation improvements in Taunton. The bridge is located within the Whittenton Mills Area (see related form).

BIBLIOGRAPHY and/or REFERENCE

Howson, E.T., E.R. Lewis, and K.E. Kellenberger, Eds.

1921 *Maintenance of Way Cyclopedia*. Simmons-Boardman Publishing Company, New York, NY.

Karr, Ronald Dale

1995 *The Rail Lines of Southern New England: A Handbook of Railroad History*. Branch Line Press, Pepperell, MA.

New York, New Haven & Hartford Railroad (The New Haven)

1915 *Right of Way and Track Map, Old Colony R.R. Co. operated by the New York, New Haven and Hartford R.R. Co. From Whittenton Junction to Raynham, Station 0+0 to Station 65+97.93*. June 30. Office of Valuation Engineer, Boston, MA.

Sanborn Map Company

1937 *Insurance Map of Taunton, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.

INVENTORY FORM F CONTINUATION SHEET

TAUNTON MILEPOST 32.16, WHITTENTON BRANCH
RR ROW

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s)	Form No.
<div></div>	<div></div>



South elevation of Railroad Bridge over Mill River, looking northeast.

FORM B – BUILDING

Assessor's Number USGS Quad Area(s) Form Number

65//345/0/

Taunton

TAU.257

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town/City: Taunton

Place: (*neighborhood or village*):

Photograph



Address: 3 Myrtle Street

Historic Name: Taunton Car Manufacturing Company Building

Uses: Present: Residential

Original: Industrial

Date of Construction: ca. 1870

Source: Historic maps

Style/Form: No style

Architect/Builder: Unknown

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick/Wood

Roof: Asphalt shingle

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): Three porch additions; fenestration changes and replacement, mid/late 20th-century. Demolition of attached mill, ca. 2010.

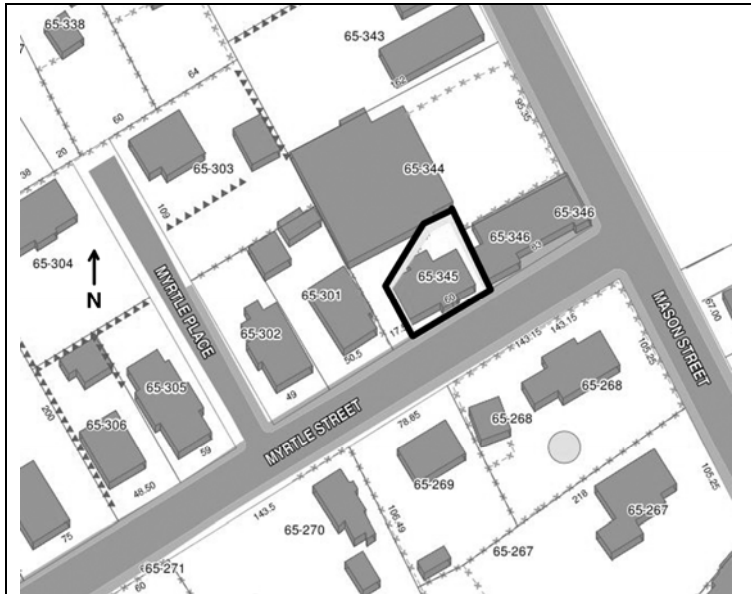
Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.07

Setting: The property is located approximately 400 feet south of the Attleboro Secondary rail ROW in an urban, mixed industrial and residential area.

Locus Map



Recorded by: K. Miller, J. Daly, A. Cahoon

Organization: PAL

Date (*month / year*): December, 2012

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

3 MYRTLE STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TAU.257

☐ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.*

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.

The Taunton Car Manufacturing Company Building is a rectangular, four-bay by one-bay, two-story, brick, front-gabled, Italianate style building constructed circa 1870. The building has two, slender, corbelled brick chimneys piercing an extremely low-pitched roof, which is likely sheathed in rolled asphalt. A dentilated cornice sits below the overhanging eaves and above the building's common-bond brick walls and concrete foundation. The south-facing building sits on a small, relatively flat lot bound by a chain-link fence and a wood picket fence along the northern boundary. A narrow, paved driveway runs along the eastern elevation, hugs the northeast corner of the building, and abruptly stops at a small parking space along the northern elevation. The building has three twentieth-century porch additions. The main entrance at the southern facade includes a narrow, enclosed, vinyl-sided porch with three 1/1 vinyl windows, an aluminum awning, a six-step, brick staircase, and aluminum railing. Two secondary porches are located on the northern elevation, including a single-entry, vinyl porch and a two-story, vinyl porch supported by vinyl, Doric columns. Fenestration is regular, with segmental, rounded-arch window openings with brick lintels. The majority of openings are filled in with non-historic 1/1 vinyl windows, with one remaining historic, wood, 2/2, double-hung sash window centrally located on the second story of the facade. All basement window openings have been replaced with either brick or unknown infill covered with plywood and all door openings have been filled with late-twentieth-century, vinyl doors.

HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

Established on June 2, 1869, the Taunton Car Manufacturing Company produced train and trolley cars. The company originally encompassed five buildings, including foundries and machine shops that extended along the north side of Myrtle Street from its intersection with Mason Street to near the present-day Myrtle Place. Strategically located close to the railroad, the complex was also adjacent to two of the city's largest train component manufacturers, the Mason Machine Works and the Taunton Locomotive Company (Sanborn Map Company 1888; 1898; Old Colony Historical Society 1980; Adams 1872:56).

In the late nineteenth century, railroad companies attached plows to their engines to facilitate transportation during the winter months. At the time, a few manufacturing companies in the east sold plows and each company produced their own type. The Portland Company (of Portland Maine) produced the "wedge" type, which included a trap door in the ram, the Ensign Manufacturing Company (of Huntingdon, West Virginia) produced Russel style plows, that "curled back upon itself", and the Taunton Car Manufacturing Company constructed plows using an 1866 patent created by C.L. Heywood, who designed a "bucker" plow with a self-adjusting scraper and movable wings (Bianculli 2002:167).

On November 23, 1873, one of the buildings associated with the Taunton Car Manufacturing Company, the paint shop, was lost during a fire. In 1881, James Booth and James H. Moore purchased the property and converted the Taunton Car Manufacturing Company complex into the Booth & Moore Planning and Molding Mill. The company produced brackets, turned moldings, window and door frames, and cabinets. The engine house (Taunton Car Manufacturing Company Building) housed dryers and kilns for wood processing. By 1888, three out of the five buildings on the property were demolished; leaving the large mill on the corner of Myrtle and Mason Street and the connected engine house. Between 1898 and 1937, Booth & Moore ceased

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

3 MYRTLE STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TAU.257

operations, the large mill building was demolished, and the engine house was converted to a residence. A steam laundry was also constructed on a site to the rear of the engine house during this period. This building was standing in 2009, but was demolished by 2012. The Taunton Car Manufacturing Company Building remains as fragment of the Taunton Car Manufacturing Company complex and the Booth & Moore Planning and Moldering Mill. The integrity of the building has been compromised by three twentieth-century porches, synthetic materials, non-historic windows, and fenestration infill. As a remnant of a late-nineteenth-century industrial complex that has been converted for use as a residence with non-historic, non-sympathetic modifications, the Taunton Car Manufacturing Company Building is not eligible for individual listing in the National Register of Historic Places (Old Colony Historical Society 1980; Emery 1893:714; Sanborn Map Company 1937; 1937-1950).

BIBLIOGRAPHY and/or REFERENCES

Adams, Chas. Jr.

1872 *Report of the Tax Commissioner of the Commonwealth of Massachusetts for the year ending December 21, 1871.* Wright & Potter, Boston, MA.

Beers, Frederic W.

1871 *Atlas of Bristol County, Massachusetts.* F.W. Beers and Company, New York, NY.

Bianculli, Anthony J.

2002 *Trains and Technology: The American Railroad in the Nineteenth Century, Vol. 2: Cars.* Associated University Press, Cranbury, NJ

Emery, Samuel H.

1893 *History of Taunton, Massachusetts; from its Settlement to the Present Time.* D. Mason & Co. Publishers, Syracuse, NY.

Sanborn Map Company

1888 *Bristol County, Fall River, Massachusetts Fire Insurance Map.* Sanborn Map Company, New York, NY.

1898 *Bristol County, Fall River, Massachusetts Fire Insurance Map.* Sanborn Map Company, New York, NY.

1937 *Bristol County, Fall River, Massachusetts Fire Insurance Map.* Sanborn Map Company, New York, NY.

1937-1950 *Bristol County, Fall River, Massachusetts Fire Insurance Map.* Sanborn Map Company, New York, NY.

Old Colony Historical Society

1980 *MHC Form B: 3 Myrtle Street.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

3 MYRTLE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	TAU.257
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PHOTOGRAPHS



View looking southwest towards the rear of Taunton Car Manufacturing Co.

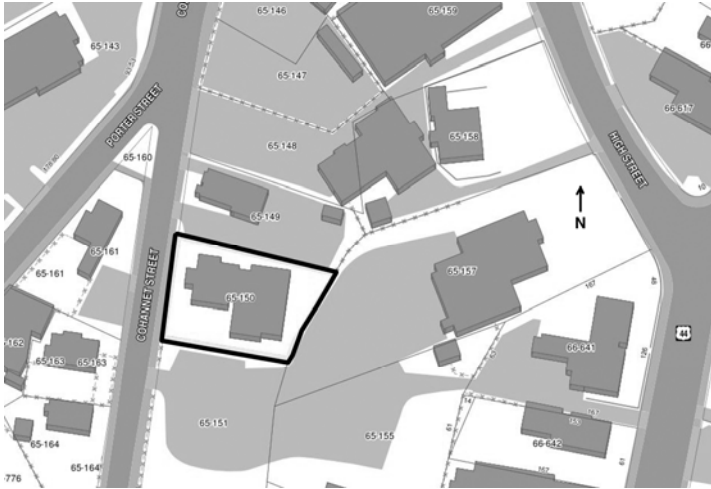
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

Town/City: Taunton

Place: (*neighborhood or village*):

Address: 150 Cohasset Street

Historic Name: Joseph E. Wilbar House

Uses: Present: Ecclesiastical

Original: Residential

Date of Construction: Circa 1860

Source: Historic Maps

Style/Form: Italianate

Architect/Builder: Unknown

Exterior Material:

Foundation: Stone

Wall/Trim: Vinyl

Roof: Asphalt Shingle

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): Additions include a two-story, rear addition (before 1937) and a large rear addition (late 20th century). Vinyl siding and the replacement of historic windows (late 20th century).

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.30

Setting: Property is in an urban, predominantly residential area, located approximately 300 feet northeast of the Attleboro Secondary right-of-way.

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December, 2012

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

150 COHANNET STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.

Constructed circa 1860, the Joseph E. Wilbar House at 150 Cohannet Street is a two-story, four-bay by two-bay, wood-framed, cross-gabled, Italianate style building with a two-story, rectangular, wood-framed, gabled, pre-1937 rear addition and a large, late twentieth century salt-box addition. The building has an asphalt-shingle roof with two corbelled brick chimneys piercing the ridgeline, vinyl siding, and a stone foundation. The west-facing building sits on a flat, rectangular lot with a wide, paved driveway running the length of the southern boundary line and a paved walkway leading from the sidewalk to the main entrance staircase. A few plantings, including coniferous trees and shrubbery, line the building's facade. Leading to a pair of wood, paneled doors, the pedimented main entrance has a simple balustrade and squared, bracketed supporting posts and pilasters. Wide, overhanging eaves wrap around the building with vinyl, boxed-in returns at the gable ends, which feature 1/1, rounded-arch windows. The eastern facade has a single-story, squared, bracketed, molded, bay window with light ornamentation and a lattice-sheathed sill. The southern elevation bears a centered gable and a single-story bay window. Fenestration is regular with rectangular window openings that have molded and bracketed lintels. While half of the window openings retain their original 2/2 double hung wood sash windows, the remainder are filled with non-historic windows of synthetic material.

HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

Constructed circa 1860, the first identified owner of the property was Joseph E. Wilbar, who resided at the house from at least 1871 until 1895. Joseph E. Wilbar was the son of Joseph Wilbar, who designed Mount Pleasant Cemetery (MHC No. TAU.822; NR listed) located approximately 1,000 feet south of the house. Between 1971 and 1996, a large, salt-box form addition was built off of the rear of the building. Since at least 2006, the property has been a church and is now the Taunton Portuguese Seventh-Day Advent Church. Along with the replacement of historic fabric with non-historic, vinyl materials, the Joseph E. Wilbar House has lost integrity through the introduction of a large, late-twentieth-century, rear addition, likely in the conversion of the residential property into a church. As a result, the property is not eligible for listing in the National Register of Historic Places (Beers 1971; Everts & Richards 1895; Sanborn Map Company 1898; 1937; 1937-1950).

BIBLIOGRAPHY and/or REFERENCES

Beers, Frederic W.

1871 Atlas of Bristol County, Massachusetts. F.W. Beers and Company, New York, NY.

Everts & Richards Co.

1895 Atlas of Bristol County, Massachusetts. On file, Freetown Historical Society, Freetown, MA.

Sanborn Map Company

1898 *Bristol County, Fall River Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.

1937 *Bristol County, Fall River Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.

1937-1950 *Bristol County, Fall River Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.

PHOTOGRAPHS



View looking southeast at the Joseph E. Wilbar House.

INVENTORY FORM B CONTINUATION SHEET

TAUNTON

150 COHANNET STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible
- ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district
- ☐ Potential historic district

Criteria: ☐ **A** ☐ **B** ☐ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by _____
The criteria that are checked in the above sections must be justified here.

APPENDIX G

List of Terms and Acronyms

List of Acronyms

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effect
CFR	Code of Federal Regulations
CMR	Code of Massachusetts Regulations
CSX	CSX Corporation
DEIS	Draft Environmental Impact Statement
DEIR	Draft Environmental Impact Report
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
MassCoastal	Massachusetts Coastal Railroad
MassDOT	Massachusetts Department of Transportation
MA SHPO	Massachusetts State Historic Preservation Office
MACRIS	Massachusetts Cultural Resource Information System
MBCR	Massachusetts Bay Commuter Railroad Company
MGL	Massachusetts General Laws
MEPA	Massachusetts Environmental Policy Act
MHC	Massachusetts Historical Commission
MRA	Multiple Resource Area
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NPS	National Park Service
NRIS	National Register of Historic Places Information System
USACE	United States Army Corps of Engineers
USGS	United States Geological Survey

APPENDIX H

Correspondence



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

July 2, 2009

Jennifer McCarthy
Chief, Regulatory Division
Department of the Army
New England District
Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Attn: Alan Anacheka-Nasemann

RE: South Coast Rail Project, Southeastern Massachusetts. MHC #RC.15924. EEA#14346.
CE-NAE-2007-00698.

Dear Ms. McCarthy:

The Massachusetts Historical Commission, office of the State Historic Preservation Officer, have received the US Army Corps of Engineers' (Corps) initial notification to commence consultation for the project referenced above in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800), received June 5, 2009.

Your letter indicates that the Corps is preparing environmental review documents to assist in NEPA and state MEPA requirements. Please be sure that no sensitive archaeological site data are included in any document prepared for public review in order to protect the sites.

The undertaking includes new above-ground construction, and other actions that have the potential to cause adverse effects to historic properties located in proximity, such as but not limited to visual, vibration, and atmospheric effects. The "South Coast Rail Area of Potential Effect for Cultural Resources" prepared by VHB, Inc. attached to your letter outlines a suitable approach to defining an appropriate area of potential effect and takes into account proposed direct and indirect effects to historic properties. MHC concurs with the Corps' overall approach for the identification and documentation of effects to historic properties, and determination of the area of potential effect, as proposed in VHB, Inc.'s suggested approach.

MHC has received on June 29, 2009, from VHB, Inc., the PAL's draft technical report, *Cultural Resources Reconnaissance Survey South Coast Rail Project Southeast Massachusetts*. The report should also be provided to the Corps for review and comment. MHC will review and comment, and looks forward to the Corps' comments and recommendations on the draft report.

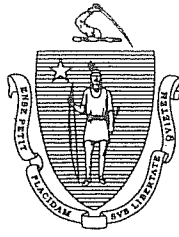
MHC looks forward to continued consultation. These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). If you have any questions please contact Jonathan K. Patton, Archaeologist/ Preservation Planner, at this office.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Charlene Dwin Vaughn, ACHP
Kate Atwood, COE-NED
Bettina Washington, THPO, Wampanoag Tribe of Gay Head (Aquinnah)
George Green Jr., THPO, Mashpee Wampanoag Tribe
James A. Peters, Jr. Massachusetts Commission on Indian Affairs
A. Kenneth Alves, Assonet Band, Wampanoag Nation
Kristina Egan, EOT
Andrew Brennan, MBTA
Holly Palmgren, MBTA
Secretary Ian A. Bowles, EEA, Attn: Aisling Eglington, MEPA Unit
Stephen C. Smith, SRPEDD
Boston Landmarks Commission
Historical Commissions, Towns of: Quincy, Milton, Canton, Randolph, Braintree,
Holbrook, Avon, Stoughton, Norwood, Canton, Sharon, Easton, Foxborough, Mansfield,
Bridgewater, Brockton, West Bridgewater, Taunton, Berkley, Lakeville, Middleborough,
Norton, Attleborough, Fall River, Freetown, New Bedford
Deborah C. Cox, PAL
Lisa A. Standley, VHB, Inc.



July 24, 2009

The Commonwealth of Massachusetts

Jennifer McCarthy William Francis Galvin, Secretary of the Commonwealth
Chief, Regulatory Division Massachusetts Historical Commission
Department of the Army
New England District
Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Attn: Alan Anacheke-Nasemann

RE: South Coast Rail Project, Southeastern Massachusetts. MHC #RC.15924. EEA#14346.
CE-NAE-2007-00698.

Dear Ms. McCarthy:

The Massachusetts Historical Commission, office of the Massachusetts State Historic Preservation Officer, has received the PAL's draft technical report, *Cultural Resources Reconnaissance Survey South Coast Rail Project Southeast Massachusetts*, received June 29, 2009.

MHC also received from VHB, Inc., on June 30, 2009, two compact discs of "draft Environmental Consequences Technical Reports" for visual and aesthetic resources and for vibration. MHC does not accept information submitted in digital format for environmental review. VHB, Inc. should provide the MHC paper copies of their filings for MHC review.

The PAL report only includes the results of the preliminary, reconnaissance-level identification and evaluation effort for historic and archaeological resources for a portion of two of the project Alternatives 2B and 4 (A, B, C). The results of the survey and assessment for historic and archaeological resources are not included for the Middleborough Secondary, Attleboro Secondary and Whittenton Branch right-of-ways within the Alternative 2B and Alternative 4 (A, B, C) (PAL report Volume VI, Section 1.1.2, 1.1.3, page 4). The PAL report also does not include layover and maintenance facilities and utilities and construction staging areas, access roads and road intersection improvements for the two alternatives, because these aspects of the project have not yet been identified sufficiently to undertake survey.

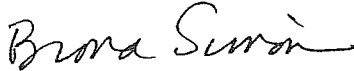
MHC anticipated receiving a draft technical report of the reconnaissance-level cultural resource survey that included complete survey data for six project alternatives (PAL Technical Proposal, 10/29/2008, page 1). It may be the case that project planners are now focusing their study and planning efforts on Alternative 2B and Alternative 4 (A, B, C) (see PAL report Volume I, Section 1.1, page 2). In the interest of efficiency and cost-effectiveness, however, the Corps also may wish to await the report of the complete reconnaissance survey results for the corridors of at least these two proposed alternatives.

Alternatively, the PAL report could allow the Corps to begin to evaluate some historic resources for National Register eligibility (36 CFR 60), and to begin to make determinations of effect for some historic resources in the portions of the two alternatives discussed in the PAL report.

However, recommendations for intensive (locational) archaeological survey (950 CMR 70) to begin to identify archaeological resources require the complete reconnaissance archaeological survey results for the corridors.

MHC looks forward to continued consultation and to review and comment on the Corps' findings and recommendations. These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). If you have any questions, please contact Jonathan K. Patton, Archaeologist/ Preservation Planner, at this office.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Kate Atwood, COE-NED
Bettina Washington, THPO, Wampanoag Tribe of Gay Head (Aquinnah)
George Green Jr., THPO, Mashpee Wampanoag Tribe
James A. Peters, Jr. Massachusetts Commission on Indian Affairs
A. Kenneth Alves, Assonet Band, Wampanoag Nation
Kristina Egan, EOT
Andrew Brennan, MBTA
Holly Palmgren, MBTA
Secretary Ian A. Bowles, EEA, Attn: Aisling Eglington, MEPA Unit
Stephen C. Smith, SRPEDD
Boston Landmarks Commission
Historical Commissions, Towns of: Quincy, Milton, Canton, Randolph, Braintree,
Holbrook, Avon, Stoughton, Norwood, Sharon, Easton, Foxborough, Mansfield,
Bridgewater, Brockton, West Bridgewater, Taunton, Berkley, Lakeville, Middleborough,
Norton, Attleborough, Fall River, Freetown, New Bedford
Deborah C. Cox, PAL
Lisa A. Standley, VHB, Inc.



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

September 29, 2009

Jennifer McCarthy
Chief, Regulatory Division
Department of the Army
New England District
Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Attn: Alan Anacheke-Nasemann

RE: South Coast Rail Project, Southeastern Massachusetts. MHC #RC.15924. EEA#14346.
CE-NAE-2007-00698.

Dear Ms. McCarthy:

The Massachusetts Historical Commission, office of the Massachusetts State Historic Preservation Officer, has reviewed the PAL's draft technical report, *Supplemental Cultural Resources Reconnaissance Survey South Coast Rail Project Southeast Massachusetts*, received August 31, 2009. MHC also received from VHB, Inc., on September 17, 2009, draft "Environmental Consequences Technical Reports" for visual and aesthetic resources and for vibration.

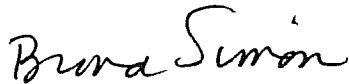
MHC understands that Alternatives 2 (A and B) and 3 have been eliminated from consideration as of March 2009. Alternatives now under consideration include 1, 4 and 5.

The supplemental PAL report includes summaries of historic and archaeological resources within most areas of Alternatives 1, 4 and 5 not previously addressed in the March 2009 technical report. The PAL report indicates that archaeological assessments for elements of these alternatives, including traction, parallel, switching and electrification facilities, bridges, utilities, construction staging areas, and access roads, have not yet been completed because these aspects of the project have not yet been identified sufficiently to undertake reconnaissance -level archaeological survey.

The PAL reports for the alternatives under consideration could allow the Corps to begin to evaluate some historic resources for National Register eligibility (36 CFR 60), and to begin to make determinations of effect for some historic resources within Alternatives 1, 4 and 5. Recommendations for intensive (locational) archaeological survey (950 CMR 70) to begin to identify archaeological resources require the complete reconnaissance archaeological survey results for the alternatives under consideration.

MHC looks forward to continued consultation and to review and comment on the Corps' findings and recommendations. These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). If you have any questions, please contact Jonathan K. Patton, Archaeologist/ Preservation Planner, at this office.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Kate Atwood, COE-NED
Bettina Washington, THPO, Wampanoag Tribe of Gay Head (Aquinnah)
George Green Jr., THPO, Mashpee Wampanoag Tribe
James A. Peters, Jr. Massachusetts Commission on Indian Affairs
A. Kenneth Alves, Assonet Band, Wampanoag Nation
Kristina Egan, EOT
Andrew Brennan, MBTA
Holly Palmgren, MBTA
Secretary Ian A. Bowles, EEA, Attn: Aisling Eglington, MEPA Unit
Stephen C. Smith, SRPEDD
Boston Landmarks Commission
Historical Commissions, Towns of: Quincy, Milton, Canton, Randolph, Braintree,
Holbrook, Avon, Stoughton, Norwood, , Sharon, Easton, Foxborough, Mansfield,
Bridgewater, Brockton, West Bridgewater, Taunton, Berkley, Lakeville, Middleborough,
Norton, Attleborough, Fall River, Freetown, New Bedford
Deborah C. Cox, PAL
Lisa A. Standley, VHB, Inc.



November 19, 2009

Jennifer McCarthy
Chief, Regulatory Division
Department of the Army
New England District
Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

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

Attn: Alan Anacheke-Nasemann

RE: South Coast Rail Project, Southeastern Massachusetts. MHC #RC.15924. EEA#14346.
CE-NAE-2007-00698.

Dear Ms. McCarthy:

The Massachusetts Historical Commission, office of the Massachusetts State Historic Preservation Officer, has reviewed the Cultural Resources Environmental Consequences Technical Report, prepared by VHB, Inc., received October 21, 2009 and have the following comments.

The technical report for the alternatives under consideration includes summaries of the project engineering consultant's opinions of preliminary considerations of effects and potential avoidance, minimization and mitigation measures for historic and archaeological resources, which could allow the Corps to begin to evaluate some historic resources for National Register eligibility (36 CFR 60), and allow the Corps to begin to make determinations of effect for some historic resources within Alternatives 1, 4 and 5.

The technical report includes recommendations for intensive (locational) archaeological survey (950 CMR 70) to begin to identify archaeological resources for the alternatives under consideration. A State Archaeologist's Permit (950 CMR 70) should be submitted to the MHC by the archaeological consultant.

MHC looks forward to continued consultation and to review and comment on the Corps' findings and recommendations. These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). If you have any questions, please contact Jonathan K. Patton, Archaeologist/ Preservation Planner, at this office.

Sincerely,

A handwritten signature in cursive script that reads "Brona Simon".

Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: see attached

Kate Atwood, COE-NED
Bettina Washington, THPO, Wampanoag Tribe of Gay Head (Aquinnah)
George Green Jr., THPO, Mashpee Wampanoag Tribe
James A. Peters, Jr. Massachusetts Commission on Indian Affairs
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Secretary Ian A. Bowles, EEA, Attn: Aisling Eglington, MEPA Unit
Stephen C. Smith, SRPEDD
Boston Landmarks Commission
Historical Commissions, Towns of: Quincy, Milton, Canton, Randolph, Braintree,
Holbrook, Avon, Stoughton, Norwood, Sharon, Easton, Foxborough, Mansfield,
Bridgewater, Brockton, West Bridgewater, Taunton, Berkley, Lakeville, Middleborough,
Norton, Attleborough, Fall River, Freetown, New Bedford
Deborah C. Cox, PAL
Lisa A. Standley, VHB, Inc.



The Commonwealth of Massachusetts

May 2, 2011

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

Jennifer McCarthy
Chief, Regulatory Division
New England District
US Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Attn: Alan Anacheke-Nasemann

RE: South Coast Rail Project, Southeastern Massachusetts. MHC #RC.15924. EEA#14346.
CE-NAE-2007-00698.

Dear Ms. McCarthy:

Staff of the Massachusetts Historical Commission (MHC), office of the State Historic Preservation Officer, have reviewed your letter of April 4, 2011, and the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR), for the project referenced above.

Project alternatives described in the DEIS/DEIR include the Attleboro, Stoughton and Whittenton Diesel and Electric rail alternatives and the Rapid Bus alternative. The Middleborough Alternative is no longer under consideration. The DEIS/DEIR, Preface Section P.4 indicates that the Massachusetts Department of Transportation (MADOT) has recommended the Stoughton alternatives, including diesel or electric rail service on the reactivated Stoughton line through the towns of Stoughton, Easton, Raynham and Taunton, as its preferred project alternative. The Corps proposes to evaluate multiple project alternatives to identify the Least Environmentally Damaging Practical Alternative.

The Corps has requested the MHC's concurrence with the completeness of identification efforts for known but not for as-yet-unidentified historic properties, and with the Corps' preliminary determinations of eligibility and effect. Preliminary determinations of National Register eligibility and effects to previously identified historic properties are presented in DEIS/DEIR Sections 1.5.8 and 4.8. Recommendations for additional cultural resources identification and evaluation efforts for the project alternatives are also included in Section 4.8, and are noted in your letter.

The Corps proposes to complete historic properties identification and evaluation efforts once a preferred alternative has been selected as a single corridor. The draft research design and methodology for intensive-level cultural resources survey for the preferred project alternative should be submitted to the MHC for review and comment.

The MHC prefers to comment on the results of the identification and evaluation efforts and the Corps's effect determinations after the cultural resource surveys have been completed for the preferred alternative.

Section 4.8.5 of the DEIS/DEIR generally summarizes proposed mitigation of impacts to cultural resources. Mitigation measures for specific project adverse effects, including noise, vibration, alteration of setting and demolition are discussed in Sections 4.8.5.3. Although avoidance and minimization are considered in Section 4.8.5.1 and .2, an adverse effect to significant historic properties is presumed for the project as a whole, and recommendations for the development of a Memorandum of Agreement (MOA) are described on page 4.8-95.

The presumption of adverse effect and mitigation is premature at this stage of project planning when several project alternatives are still in consideration, and with the identification and evaluation efforts, and the consultation process, not yet completed. The Final EIS/EIR should describe the relationship of consultation under 36 CFR 800.6 to the development of appropriate measures to avoid, minimize or mitigate adverse effects to significant historic properties, to more closely track the regulatory process of 36 CFR 800.

MHC also notes that mapping of historical architectural resources identified in DEIS/DEIR Volume II figures 4.8-1 to 4.8-29 are derived from 2009 cultural resources identification efforts. Plans for track alignments, stations, layover facilities, track and electrical transmission infrastructure have been refined from the alternatives presented in the 2009 ENF (pg. 1-7). The currently proposed 2011 project alternatives are described in Section 1, and are shown in Section 4.5, 4.12 and 3.2 figures, including conceptual station and layover facilities impact areas and locations of traction power electrical transmission infrastructure. Project figures in the Final EIS/EIR should accurately present the preferred project alternative impact areas and their relationship to identified historical architectural resources.

These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). If you have any questions or require more information at this time, please write to Jonathan K. Patton at this office.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Kathleen Atwood, USACOE-NED
Anthony Guy Lopez, Advisory Council on Historic Preservation
Bettina Washington, THPO, Wampanoag Tribe of Gay Head (Aquinnah)
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Secretary Richard K. Sullivan, EEA, Attn: Aisling O'Shea, MEPA Unit
Stephen C. Smith, SRPEDD
Historical Commissions, Towns of: Quincy, Milton, Canton, Randolph, Braintree,
Holbrook, Avon, Stoughton, Norwood, Sharon, Easton, Foxborough, Mansfield, Bridgewater, Brockton, West
Bridgewater, Taunton, Berkley, Lakeville, Middleborough, Norton, Attleborough, Fall River, Freetown, New Bedford
Deborah C. Cox, PAL
Lisa A. Standley, VHB, Inc.



October 10, 2012

Karen Kirk Adams
Chief, Regulatory Division
New England District
US Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

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

Attn: Alan Anacheke-Nasemann

RE: South Coast Rail Project, Southeastern Massachusetts. MHC #RC.15924. EEA#14346.
CE-NAE-2007-00698.

Dear Ms. McCarthy:

Staff of the Massachusetts Historical Commission (MHC), office of the State Historic Preservation Officer, have reviewed the draft technical archaeological report, *Supplemental Archaeological Reconnaissance Survey, Whittenton Alternative Right-of-Way*, and Historic Resources Reconnaissance Survey, Completion of Whittenton Alternative Right-of-Way, prepared by the PAL, Inc, and scopes of work for historic and archaeological resources survey for the Stoughton and Whittenton Alternatives, received September 28, and October 1 and 5, 2012, for the project referenced above.

The research designs and methodologies for historic and archaeological resources surveys for the Stoughton and Whittenton Alternatives are adequate to identify historic properties within the project impact areas. State Archaeologist's permits have been issued to the PAL for archaeological survey within archaeologically sensitive portions of the project impact areas in Easton, Raynham, Taunton, Freetown and Fall River. The MHC notes that the PAL indicates that the Whittenton Branch rail corridor is not considered to meet the criteria of eligibility (36 CFR 60) as it lacks integrity.

The MHC looks to reviewing the results of the historic and archaeological surveys as they are completed and the Corps's effect determinations after the cultural resource surveys have been completed for the preferred alternative.

These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). If you have any questions or require more information at this time, please write to Jonathan K. Patton at this office.

Sincerely,

A handwritten signature in cursive script that reads "Brona Simon".

Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Kathleen Atwood, USACOE-NED

Anthony Guy Lopez, Advisory Council on Historic Preservation
Bettina Washington, THPO, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters., THPO, Mashpee Wampanoag Tribe
John A. Peters, Jr. Massachusetts Commission on Indian Affairs
A. Kenneth Alves, Assonet Band, Wampanoag Nation
Jean Fox, MADOT
Secretary Richard K. Sullivan, EEA, Attn: Aisling O'Shea, MEPA Unit
Stephen C. Smith, SRPEDD
Historical Commissions, Towns of: Easton, Taunton, Raynham, Fall River, Freetown
Deborah C. Cox, PAL
Lisa A. Standley, VHB, Inc.

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Technical Report Addendum

***HISTORIC RESOURCES INTENSIVE SURVEY,
EVALUATION, AND EFFECTS,
SOUTH COAST RAIL PROJECT
Canton, Stoughton, Easton, Raynham, Taunton, Berkley,
Lakeville, Freetown, New Bedford, Fall River
Southeast Massachusetts***

Virginia H. Adams
Kathleen M. Miller
Quinn R. Stuart

Prepared for: Vanasse Hangen Brustlin, Inc.
99 High Street, 10th Floor
Boston, Massachusetts 02110

Prepared by: PAL
26 Main Street
Pawtucket, Rhode Island 02860

May 16, 2013

Historic Resources Intensive Survey Report Addendum

1.1 Introduction

The Massachusetts Department of Transportation (MassDOT) is planning for the South Coast Rail Project in southeast Massachusetts. The U.S. Army Corps of Engineers (Army Corps) is the lead federal agency for the project. In the *Draft Environmental Impact Report/Draft Environmental Impact Statement* (DEIR/S) of February 2011 filed under the Massachusetts Environmental Policy Act (MEPA) and the National Environmental Policy Act (NEPA), MassDOT identified the Stoughton Electric rail as its Preferred Alternative to provide commuter service to South Station using the Northeast Corridor, Stoughton Line, New Bedford Main Line, and Fall River Secondary Line. The Secretary's Certificate on the DEIR/S directed MassDOT to study only the Stoughton Electric Rail Alternative in the FEIR. The Army Corps requested that MassDOT also study the Whittenton Alternative for the South Coast Rail Project. The Whittenton Alternative runs primarily along the same course as the Stoughton Alternative, and differs only along an approximate 5.8-mile portion of right-of-way (ROW) between Raynham Junction and Weir Junction in Raynham and Taunton. This portion of ROW is comprised of the 3.4-mile segment of inactive track known as the Whittenton Branch; and a 2.4-mile section of active CSX track on the Attleboro Secondary between Whittenton Junction and Weir Junction at the beginning of the New Bedford Main Line. All of the proposed stations are the same for both alternatives, with the exception of the Dana Street Station. The Dana Street Station replaces the Downtown Taunton Station, and is located on a vacant parcel situated on the east side of the Attleboro Secondary just south of Danforth Street.

An intensive level survey of historic resources for the Stoughton and Whittenton Electric alternatives was conducted and the results were presented in the report prepared by The Public Archaeology Laboratory, Inc. (PAL), as part of the Vanasse Hangen Brustlin, Inc. (VHB) team, entitled *Historic Resources Intensive Survey, Evaluation, and Effects, South Coast Rail Project, Canton, Stoughton, Easton, Raynham, Taunton, Berkley, Lakeville, Freetown, New Bedford, Fall River in Southeast Massachusetts* dated January 2013 (Adams et al. January 2013). Appendix E-1, Inventory Area Forms, of the report was completed and submitted separately in February 2013. The Massachusetts Historical Commission (MHC)/ Massachusetts State Historic Preservation Office (SHPO) reviewed the January 2013 report and Appendix E-1 and issued comments in letters to the Army Corps.

This Technical Report Addendum prepared by PAL presents a compilation of the Appendix E-1, Inventory Area Forms, of the January 2013 report completed and submitted separately in February 2013, along with the revised and updated supplemental submittals in response to the MHC and Army Corps comments that were completed and submitted in March through May 2013.

1.2 Addendum Revisions and Updates

The supplemental revisions and updates to the January 2013 historic intensive survey report presented in this addendum are listed below.

- Appendix A: Tables, Revised and Updated
 - Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results.
 - Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.
 - Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.
- Appendix B: USGS Maps, Revised and Updated
- Appendix C: Project Aerial Maps, Revised and Updated
- Appendix E: Historic Properties Survey (MHC Inventory Forms):
 - Appendix E-1: Original Submittal, February 25, 2013
 - Appendix E-1: Areas, 3 Forms Revised and Updated
 - Appendix E-2: Addendum: B Form for ID Be.006, 1 Macomber Street, Berkley
 - Appendix E-2: Individual Properties, 12 Forms Revised and Updated
- Appendix H: Correspondence, Updated
 - Karen K. Adams, Department of the Army, New England District, Corps of Engineers to Brona Simon, Massachusetts Historical Commission, dated January 18, 2013.
 - Brona Simon, Massachusetts Historical Commission to Karen K. Adams, Department of the Army, New England District, Corps of Engineers, dated February 21, 2013.
 - Brona Simon, Massachusetts Historical Commission to Karen K. Adams, Department of the Army, New England District, Corps of Engineers, dated April 3, 2013.
 - Karen K. Adams, Department of the Army, New England District, Corps of Engineers to Jean Fox, Massachusetts Department of Transportation, dated April 10, 2013.

Based on agency review comments, additional information including research and photographs was prepared and submitted for certain historic properties. In some cases, forms were revised to reflect National Register eligibility evaluation changes. A list of these changes grouped by type of action follows, and a summary of changes by Map ID is in Table 1.

Three properties that were recommended as not National Register eligible in the January 2013 report were found to be eligible in the opinion of the MHC.

- Ra.001, Residence and Barn, 521 Prospect Hill Street, Raynham
- Ft.002/MHC FRE.116 George Cummings House, Freetown (Outside of APE – see below)
- FR.003/MHC FLR.0284, Jael Hathaway House, 4042 North Main Street, Fall River

Table 1. South Coast Rail, Summary of Updates and Revisions to January 2013 Historic Resources Intensive Survey Report, May 2013.

MAP ID/ MHC No.	COMMUNITY	PROPERTY NAME/LOCATION	MHC COMMENTS	RESPONSE
Ea.A, Ea.B	Easton	Dighton & Somerset Line, Parallel to Mechanic Street between Elm Street and Main Street	4/3/13: The MHC requested additional information on the proposed treatment and finding of effect for the Dighton & Somerset Line which is a contributing in the North Easton Historic District, listed in the National Register.	Tables 4-2, 5-1 and 5-2 updated to include this property and potential project effects.
Ra.001	Raynham	Residence and Barn, 521 Prospect Hill	2/21/13: The MHC requested additional information and photographs of the residence and barn. 4/3/13: The MHC found the property National Register eligible.	Revised B form with additional information and photographs prepared. Status changed from not National Register eligible to National Register eligible.
Ra.011	Raynham	Dog Kennel and Track, 385 Thrasher St	2/21/13: The MHC requested additional historical and contextual information for the dog kennel and track property. 4/3/13: The MHC found the property National Register eligible.	Revised B form with additional information and photographs prepared. No change to National Register status.
Ta.K	Taunton	Hodges Avenue Area, Plain, First, West Water, and Ingell Street	4/3/13: The MHC requested additional photographs.	Additional photographs prepared on inventory continuation sheets.
Ta.U	Taunton	Weir Village Area, Morton, Granite, and Tremont Streets; Hodges, Chandler and Columbus Avenues	4/3/13: The MHC requested additional photographs.	Additional photographs prepared on inventory continuation sheets. Upon further review, the area was found to be outside the APE.

MAP ID/ MHC No.	COMMUNITY	PROPERTY NAME/LOCATION	MHC COMMENTS	RESPONSE
Ft.002/MHC FRE.116	Freetown	George Cummings House, 76 Chace Road	2/21/13: The MHC found the property National Register eligible.	B form revised, and new National Register criteria sheet prepared to reflect status change to National Register eligible. Upon further review, the property was found to be outside the APE.
NB.029	New Bedford	Christ Presbyterian Church, 1097 County Street	2/21/13: The MHC found the property to be not National Register eligible.	B form revised, and National Register criteria sheet removed to reflect status change to not National Register eligible.
NB.010, NBE.0641	New Bedford	Lambeth Rope Complex, 627-637 Tarkiln Hill Road	2/21/13: The MHC requested additional information and that an MHC Form A (Area Form) be completed.	Area A form prepared with data sheet, parcel map, and photos of each structure. No National Register status change.
FR.I	Fall River	Wellington-Brownell Area, Brightman, Brownell, George, Morton, Oregon, Saint Mary's Streets and Wellington Streets	4/3/13: The MHC requested additional photographs.	Additional photographs prepared on inventory form continuation sheets.
FR.011	Fall River	Railroad bridge near Ashley St, MP 8.58 Fall River Secondary	2/21/13: The MHC requested additional information regarding the railroad bridge near Ashley Street (Map ID# FR.011), including additional information regarding the lane passing under bridge and the wharf that leads to along the Taunton River.	Research conducted in historic maps, census records, town histories, city directories, and MHC Inventory FLR.276. Continuation Sheets prepared. No National Register status change.

MAP ID/ MHC No.	COMMUNITY	PROPERTY NAME/LOCATION	MHC COMMENTS	RESPONSE
FR.003/MHC FLR.0284	Fall River	Jael Hathaway House, 4042 North Main St	2/21/13: The MHC found the property eligible for the National Register.	B form revised, and new National Register criteria sheet prepared to reflect status change to National Register eligible.
FR.050	Fall River	St. Michael's Roman Catholic Church, School, Rectory, 207 Essex Street	2/21/13: The MHC requested an MHC Form A (Area Form) be submitted for the school and-rectory associated with the St. Michael's Roman Catholic Church.	Area A form prepared for FR.Q with data sheet, parcel map, and photos of each structure.
FR.052	Fall River	St. Matthews Convent, 189 Wellington Street	2/21/13: The MHC requested additional information regarding the St. Matthew's School and St. Matthew's Convent and whether there is a potential district in this area.	Continuation Sheets and National Register Criteria Statement for potential North End Roman Catholic Historic District, recommended as National Register Eligible.
FR.053	Fall River	St. Matthews School, 231 Wellington Street	2/21/13: The MHC requested additional information regarding the St. Matthew's School and St. Matthew's Convent and whether there is a potential district in this area.	Continuation Sheets and National Register Criteria Statement for a new North End Roman Catholic Historic District, recommended as National Register Eligible.
FR.067	Fall River	Westport Manufacturing Waste Dept, 7 Oregon Street	2/21/13: The MHC requested additional information regarding the types of properties immediately adjacent to the structure.	Continuation Sheets prepared with narrative, aerial photograph, and historic map indicating no historically associated or surviving adjacent buildings in the residential neighborhood. No National Register status change.

MAP ID/ MHC No.	COMMUNITY	PROPERTY NAME/LOCATION	MHC COMMENTS	RESPONSE
FR.110 (new Map ID)	Fall River	St. John's Cemetery, Brightman and St. Mary Streets	2/21/13: The MHC requested additional information regarding St. John's Cemetery in Fall River including an inventory form and an evaluation of the property's potential eligibility for listing in the National Register.	Research and fieldwork completed for preparation of new Cemetery Form and National Register Criteria statement for cemetery recommended National Register eligible individually and as a part of a new North End Roman Catholic Historic District, recommended as National Register Eligible.

One Form B (Building Form) was completed for a newly surveyed additional property, recommended as individually National Register eligible.

- FR.110, St. John's Cemetery, Fall River

One property that was recommended as National Register eligible in the January 2013 report was found to be ineligible in the opinion of the MHC, and therefore belongs in the Appendix F.

- NB.029, Christ Presbyterian Church, New Bedford

Additional information was provided for three areas and five individual properties. Except for the Ta.K, Hodges Avenue Area, Taunton; Ta.U, Weir Village Area, Taunton; and FR.011, Railroad Bridge near Ashley Street, Fall River; all were recommended as National Register eligible in the January 2013 report. A small portion of the Ta.U Weir Village Area was considered to be within the South Coast Rail Area of Potential Effect (APE) in the January 2013 report. However, upon closer review, all historic resources are located outside the APE. The northern boundary of the Cohannet Mill property listed in the National Register runs along the north side of the building and defines a property that is outside the APE. The only historic resource within the South Coast Rail APE was the Taunton Pearl Works at 98 Ingell Street (MHC TAU.298) on the north side of the rail right-of-way. This complex was demolished within the last few years. The George Cummings House, Ft.002 (MHC FRE.116) was also determined to be outside the APE upon further review. Ta.U Weir Village and Ft.002 George Cummings House are located outside the South Coast Rail APE, and therefore belongs in Appendix F.

- Ra.011, Dog Kennel and Track, 385 Thrasher Street, Raynham (additional research on property)
- Ta.K, Hodges Avenue Area, Taunton (additional photographs)
- Ta.U, Weir Village Area, Taunton (additional photographs, boundary review, outside APE)
- FR.I, Wellington-Brownell Area, Fall River (additional photographs)
- FR.011, Railroad Bridge near Ashley Street, Fall River (additional research on bridge and lane)
- FR.052 and FR.053, St. Matthews Convent and St. Matthews School, Fall River (additional research and National Register evaluation of potential new North End Roman Catholic Historic District, FR.R, recommended as National Register eligible, along with FR.050, St. Michael's Church, School, and Rectory, and FR.010, St. John's Cemetery)
- FR.067, Westport Manufacturing Waste Department, Fall River (additional photographs of setting)

MHC Form A (Area Forms) were prepared for two individual properties that were recorded on Form Bs (Building Forms) in the January 2013 report.

- NB.010, MHC NBE.0641, Lambeth Rope, New Bedford
- FR.Q (FR.050), St. Michael's Roman Catholic Church, School, and Rectory, Fall River

Information on one contributing property within a historic district was added to Tables 4-2, 5-1 and 5-2.

- Ea.A, Somerset & Dighton Line, contributing in Ea.B, North Easton Historic District, Easton, listed in the National Register

Three properties referenced above are also revisions to Appendix F, but are included in their original Appendix location.

- Ta.U, Weir Village Area, Taunton (additional photographs, boundary review, outside APE; see Appendix E-1 Addendum)
- NB.029, Christ Presbyterian Church, New Bedford (not National Register eligible; see Appendix E-2 Addendum)
- Ft.002/MHC FRE.116 George Cummings House, Freetown (outside APE; see Appendix E-2 Addendum)

There are no changes to Appendix D, Photographs or Appendix G, Glossary of Terms.

Following Army Corps and SHPO review of the January 2013 historic resources intensive survey report and supplemental information provided, the results of the intensive survey are updated and revised. The survey resulted in the identification of 19 historic areas/districts and 43 individual properties that are listed in or previously determined eligible for listing in the National Register, including 1 NHL. An additional 21 historic areas/districts and 27 individual properties are recommended as eligible for State and National Register listing. One additional area is recommended as contributing to an existing National Register-listed district. The Army Corps and the SHPO will review this information to reach a Consensus Determination of Eligibility for the National Register for these historic properties. Fifteen properties (5 areas and 10 individual) were found ineligible for the National Register, one property has been demolished, and five (2 areas, 3 individual) are now outside the APE. The Army Corps and the SHPO have reached a Consensus Determination of Eligibility for the National Register for these historic properties. The report addendum also presents revised and updated Tables 5-1 and 5-2 assessment of the effects of the South Coast Rail Project on all district and individual historic properties for the Stoughton Electric Alternative and the Whittenton Electric Alternative. Project effects are assessed for a combined total of 41 historic areas/districts and 71 individual properties within the APE; and two of the five properties outside of the APE. The Army Corps and MassDOT will use the information on the historic properties in the report to finalize a Determination of Effect, undertake consultation, and develop mitigation under Section 106 of the National Historic Preservation Act and related state laws.

APPENDIX A Addendum

**Lists of National Register Listed, Determined Eligible,
and Recommended Eligible Historic Properties,
and Project Effects**

Tables 4-2, 5-1, and 5-2, Revised and Updated

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results. Updated May 2013.

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ca.B	Canton	Revere Copper Works Company	Revere Street	CAN.B	1835 to mid-20th c.	Out of APE	Stoughton Line
Ca.C	Canton	Washington Street District	Washington Street	n/a	late-19th to mid-20th c.	RNRE	Stoughton Line
Ca.001	Canton	Canton Junction Railroad Station	666 Sherman Street	CAN.104	1892	RNRE	Stoughton Line
Ca.002	Canton	Revere Copper Company Railroad Embankment	Revere Street	CAN.935	1835	RNRE	Stoughton Line
Ca.024	Canton	Canton Water Works	40 Pine Street	CAN.366	1888	RNRE	Stoughton Line
St.B	Stoughton	Downtown Stoughton Area	Pearl, Perry, School, Washington, Pleasant, and Wyman Streets	STG.A	early-19th to mid-20th c.	RNRE	Stoughton Line
St.022	Stoughton	Pearl Street Cemetery	Pearl Street	STG.800	1737 - 1965	RNRE	Stoughton Line
St.024	Stoughton	Mystic Rubber Company	2 Canton Street	STG.002, STG.A	ca. 1890-ca. 1920	RNRE	Stoughton Line
St.046	Stoughton	Meade Rubber Company	25 Brock Street	STG.001	1916	RNRE	Stoughton Line
St.075, St.D	Stoughton	Benjamin Marshall House	1823 Washington Street	STG.072, STG.E	1780	Demolished	Stoughton Line
Ea.C	Easton	Holmes-Linden Street Area	Holmes and Linden streets	n/a	mid- to late-19th c.	RNRE	Stoughton Line
Ea.E	Easton	Center Street Area	Center Street	n/a	early-19th to early-20th c.	RNRE	Stoughton Line
Ea.F	Easton	Easton Center Area	Center, Depot, and Short streets	EST.I	1786 to early-20th c.	RNRE	Stoughton Line
Ea.G	Easton	Hayward - Pool Area	Foundry Street	EST.K	1770-1928	RNRE	Stoughton Line

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results. Updated May 2013.

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ea.008, Ea.A, Ea.B	Easton	Dighton & Somerset Line	Parallel to Mechanic Street between Elm Street and Main Street	n/a	1854, 1863	NRDIS -C North Easton Historic District	Stoughton Line
Ra.B	Raynham	Carver Street Area	Carver Street, Broadway (Route 138)	n/a	1850 c. - 1905	RNRE	Stoughton Line
Ra.C	Raynham	Broadway-Center Street Area	Center Street, Broadway (Route 138)	n/a	mid-19th to mid-20th c.	NE	Stoughton Line
Ra.001	Raynham	Residence and Barn	521 Prospect Hill	n/a	1890	RNRE	Stoughton Line
Ra.011	Raynham	Dog Kennel and Track Property	385 Thrasher Street	n/a	1870 to mid-20th c.	RNRE	Stoughton Line
Ta.B	Taunton	Taunton Center Area	Dean, Park, and Summer Streets	(includes TAU.A, TAU.AC)	18th to mid-20th c.	RNRE	Stoughton Line
Ta.D	Taunton	High Street Area	High, Weir, and Somerset Streets	n/a	early-19th to early-20th c.	RNRE	Stoughton Line, Attleboro Secondary
Ta.F	Taunton	Whittenton Mill Area	Whittenton Street	(includes TAU.T)	mid- to late-19th c.	RNRE	Whittenton Branch
Ta.H	Taunton	Reed and Barton Worker Housing	Cottage and Meadow Street	n/a	mid- to late-19th c.	RNRE	Whittenton Branch
Ta.I	Taunton	Ancient Whittenton Area	Warren Street	TAU.R	1730 to late-19th c.	RNRE	Whittenton Branch
Ta.K	Taunton	Weir Village Area	Plain, First, West Water, and Ingell Street	TAU.K	early-19th to mid-20th c.	NE (Out of APE)	Attleboro Secondary
Ta.L	Taunton	Hart Street Area	Hart Street	n/a	mid-19th to early-20th c.	RNRE	Attleboro Secondary

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results. Updated May 2013.

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ta.T	Taunton	Tremont Street Area	Tremont Street	n/a	1870	RNRE	Attleboro Secondary
Ta.U	Taunton	Hodges Avenue Area	Morton, Granite, and Tremont Streets; Hodges, Chandler and Columbus Avenues	n/a	1860 - 1930	NE	Attleboro Secondary
Ta.087	Taunton	Alfred Paul House	467 Weir Street	TAU.294, TAU.K, TAU.P	1860	Out of APE	Attleboro Secondary
Ta.088	Taunton	Weir Engine House	530 Weir Street	TAU.296, TAU.K, TAU.P	1889	Out of APE	Attleboro Secondary
Ta.091	Taunton	Bridge over Brickyard Road (abandoned)	MP 12.00, New Bedford Main Line	n/a	1906, ca. 1950	NE	Attleboro Secondary/New Bedford Main Line
Ta.149	Taunton	Railroad Bridge over Mill River	MP 20.66 Whittenton Branch	n/a	ca. 1930	NE	Whittenton Branch
Ta.160	Taunton	Staples Coal Company	28 Dana Street	n/a	1870, 1920	RNRE	Attleboro Secondary
Ta.206	Taunton	Taunton Car Manufacturing Company	3 Myrtle Street	TAU.257	1860	NE	Attleboro Secondary
Ta.213	Taunton	Joseph E. Wilbar House	150 Cohannet Street	n/a	1860	NE	Attleboro Secondary
Ta.225	Taunton	Rhodes Button Company	12 Porter Street	TAU.258, TAU.625	1860, 1879	RNRE	Attleboro Secondary
Be.C	Berkley	Myricks Street Area	Myricks, Grove, and Mill Streets	n/a	mid-19th to early-20th c.	RNRE	Fall River Secondary, New Bedford Main Line

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results. Updated May 2013.

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Be.006	Berkley	Residence	1 Macomber Street	n/a	1860	RNRE	New Bedford Main Line
La.C	Lakeville	Assonet Cedar Swamp	Pierce Avenue; County and Howland Roads; Freetown, Mill, and Malbone Streets	LAK.D	late-18th c.	RNRE	New Bedford Main Line
La.024	Lakeville	Peirce and Haskins Cemetery	Off Adams Lane	n/a	1785 - 1892	RNRE	Fall River Secondary
La.025	Lakeville	Railroad Bridge over Assonet River	MP0.92 Fall River Secondary	n/a	1908	NE	Fall River Secondary
Ft.C	Freetown	Slab Bridge Road Area	Slab Bridge, Forge, Richmond, and Howland Roads	n/a	late-18th to early-20th c.	RNRE	Fall River Secondary
Ft.002	Freetown	Cummings, George House	76 Chace Road	FRE.166	1806	RNRE (Out of APE)	New Bedford Main Line
NB.B	New Bedford	Brook Street Industrial and Commercial Area	Brook, Church, and Deane Streets	n/a	1900-50	NE	New Bedford Main Line
NB.G	New Bedford	National Spun Silk Co. - Oneko Mills	Brook Street	NBE.U	1918-1920	RNRE	New Bedford Main Line
NB.010	New Bedford	Lambeth Rope Complex	627-637 Tarklin Hill Road	NBE.0641	1893, 1918	RNRE	New Bedford Main Line
NB.011	New Bedford	Manomet Mill #4 - Manomet Tire Cord Fabric Mill	117 King Street	NBE.0633	1919	RNRE	New Bedford Main Line
NB.026	New Bedford	Pierce Brothers Textile Mill Complex	1125-1129 County Street	NBE.0612	1909	RNRE	New Bedford Main Line
NB.029	New Bedford	Christ Presbyterian Church	1097 County Street	n/a	Aug. 1924-1950	NE	New Bedford Main Line

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results. Updated May 2013.

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
NB.053	New Bedford	Engine House No. 10	2071 Purchase Street	n/a	1910	RNRE	New Bedford Main Line
NB.064	New Bedford	<i>Guardian Angel Parochial Schoolhouse</i>	844 Acushnet Ave	NBE.0494	1896	NE	New Bedford Main Line
NB.081	New Bedford	New Bedford Cotton Storage Warehouse Co. - North Stores	19 Jean Street	NBE.613	1910-1924	RNRE	New Bedford Main Line
FR.B	Fall River	<i>Fall River Country Club Golf Course</i>	4232 North Main Street and Country Club Road	n/a	1895 / 1975	NE	Fall River Secondary
FR.D	Fall River	North Main Street Area	North Main Street	n/a	19th and early-20th c.	RNRE	Fall River Secondary
FR.I	Fall River	<i>Wellington-Brownell Street Area</i>	<i>Brightman, Brownell, George, Morton, Oregon, Saint Mary's Streets and Wellington Streets</i>	n/a	1870	NE	Fall River Secondary
FR.L	Fall River	Durfee Street Area	North Main and Durfee Streets	n/a	1870-1920	RNRE	Fall River Secondary
FR.Q	Fall River	St. Michael's Roman Catholic Church Area	207 Essex Street	n/a	1896	RNRE	Fall River Secondary
FR.003	Fall River	Hathaway, Jael House	4042 North Main Street	FLR.0284	1785	RNRE	Fall River Secondary
FR.011	Fall River	<i>Railroad Bridge near Ashley Street</i>	<i>MP 8.58 Fall River Secondary</i>	n/a	ca. 2000	NE	Fall River Secondary
FR.013	Fall River	William J. Wiley Middle School	2585 North Main Street	n/a	1912	RNRE	Fall River Secondary

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results. Updated May 2013.

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
FR.017	Fall River	Residence	311 Crescent Street	FLR.0074	1880	RNRE	Fall River Secondary
FR.050	Fall River	St. Michael's Roman Catholic Church	207 Essex Street	n/a	1896	RNRE	Fall River Secondary
FR.052	Fall River	St. Matthew's Convent	189 Wellington Street	n/a	1920	RNRE	Fall River Secondary
FR.053	Fall River	St. Matthew's School	231 Wellington Street	n/a	1920	RNRE	Fall River Secondary
FR.067	Fall River	Westport Manufacturing Company Waste Department	7 Oregon Street	n/a	1918	RNRE	Fall River Secondary
FR.073	Fall River	Residence / Inn	800 Davol Street	n/a	1870	NE	Fall River Secondary
FR.081	Fall River	Residence	524 Durfee Street	n/a	1870	RNRE	Fall River Secondary
FR.088	Fall River	American Printing Company Machine Shop	70 Water Street	n/a	1900	NE	Fall River Secondary
FR.089	Fall River	Borden and Remington Company	85-115 Anawan Street	FLR.2002	1892	RNRE	Fall River Secondary
FR.110	Fall River	St. John's Cemetery	Brightman and St. Mary Streets	n/a	1858	RNRE	Fall River Secondary

*Resources are sequenced north to south along the project corridor and by town.

**National Register Status Key

RNRE Property Recommended Eligible for National Register Listing

NE Property Recommended Not Eligible for National Register Listing

Out of APE Property determined to be outside of the Area of Potential Effect for the South Coast Rail Project since the DEIS/DEIR

Demolished Property was included in the DEIS/DEIR, but has since been demolished

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ca.C	Canton	Washington Street	Washington St	RNRE; A, C	Stoughton Line	Washington St Grade Crossing, Canton Center Station	No	Yes: Moderate to severe train noise (in some locations)	No Change	Yes: Moderate, in vicinity of new catenary and station	Adverse: Visual	Yes
Ca.H	Canton	Washington Street/Canton Center	Washington Street/Canton Center	MHC-DOE	Stoughton Line	Washington St Grade Crossing, Canton Center Station	No	Yes: Moderate to severe train noise (in some locations)	No Change	Yes: Moderate, in vicinity of new catenary and station	Adverse: Visual	Yes
Ca.001	Canton	Canton Junction Railroad Station	666 Sherman St	RNRE; A, B, C	Stoughton Line, Northeast Corridor	Canton Junction Station	Possible	n/a	No Change	Yes: Severe, adjacent to new catenary; Moderate, modifications to site	Adverse: Physical (possible) Visual (possible)	Yes (possible)
Ca.002	Canton	Revere Copper Company Railroad Embankment	Revere St	RNRE; C	Stoughton Line, Northeast Corridor	n/a	No	n/a	No Change	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
Ca.006	Canton	Canton Public Library	786 Washington St	MHC-DOE; A, C	Stoughton Line	n/a	No	No	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ca.007	Canton	Forge Pond Railroad Bridge	Between Washington and Bolivar Sts	MHC-DOE; C	Stoughton Line	TP-02 Switching Station (SWS-1)	Possible	n/a	No Change	Yes: Severe, in close proximity to new catenary, and in vicinity of traction power facility	Adverse: Physical	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ca.024	Canton	Canton Water Works	44 Pine St	RNRE; A, C	Stoughton Line	Pine St Grade Crossing	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
St.B	Stoughton	Downtown Stoughton Area	Pearl, Perry, School, Washington, Pleasant, and Wyman Sts	RNRE; A, C	Stoughton Line	Stoughton Station; School, Porter, Wyman Sts Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
St.022	Stoughton	Pearl Street Cemetery	Pearl St	RNRE; A, C	Stoughton Line	n/a	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
St.023, St.B	Stoughton	Stoughton Town Hall	10 Pearl St	NRIND	Stoughton Line	n/a	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse; Visual	Yes
St.024	Stoughton	Mystic Rubber Company	2 Canton St	RNRE; A, C	Stoughton Line	Porter St, Wyman St Grade Crossings	No	n/a	No Change	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
St.025	Stoughton	Stoughton Old Colony Railroad Station	45-47 Wyman St	NRIND; A, C	Stoughton Line	Porter St, Wyman St Grade Crossings	No	n/a	No Change	Yes: Severe, adjacent to new catenary; Moderate, modifications to site	Visual	Yes
St.026	Stoughton	Lucius Clapp Memorial Library	6 Park St	NRIND	Stoughton Line	n/a	No	Yes, Moderate train and horn noise	No Change	No	No Adverse Effect	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
St.046	Stoughton	Meade Rubber Company	25 Brock St	RNRE; A, C	Stoughton Line	Stoughton Station; Brock St Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary and grade crossing systems	Adverse Effect Demolition	Yes
Ea.B	Easton	North Easton Historic District	Elm, Lincoln, and Main Sts	NRDIS; A, C	Stoughton Line	Easton Village Station; Oliver St, Elm St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing systems	Adverse: Noise Visual	Yes
Ea.C	Easton	Holmes-Linden Street Area	Holmes and Linden Sts	RNRE; A, C	Stoughton Line	Elm St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems	Adverse: Noise Visual	Yes
Ea.D	Easton	H.H. Richardson Historic District	Elm and Main Sts	NHL, NRDIS; A, C	Stoughton Line	Easton Village Station	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in one location	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing systems	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ea.E	Easton	Center Street Area	Center St	RNRE; A, C	Stoughton Line	Reynolds St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.F	Easton	Easton Center Area	Center, Depot, and Short Sts	RNRE; A, C	Stoughton Line	Short St, Depot St Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.G	Easton	Hayward - Pool Area	Foundry St	RNRE; A, C	Stoughton Line	Foundry St Grade Crossing	No	Yes: Moderate train and moderate to severe horn noise (at edge of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.003	Easton	Old Colony Railroad Station	Off Oliver St on Railroad Right of Way	NRIND, in NHL District; A, C	Stoughton Line	Easton Village Station; Oliver St Grade Crossing	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Severe, adjacent to new catenary, Moderate station and site modifications, and grade crossing	Adverse: Visual (possible)	Yes (possible)
Ea.008, Ea.A, Ea.B (contributing)	Easton	Dighton & Somerset Line	Parallel to Mechanic Street from Elm Street to Main Street	Contributing in NRDIS, North Easton Historic District	Stoughton Line	Easton Village Station; Oliver St Grade Crossing	Yes: Construction and alteration	n/a	Yes: 0 ft, > 80 VdB	Yes: new catenary, and grade crossing	Adverse: Direct Visual (possible)	Yes (possible)

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ra.B	Raynham	Carver Street Area	Carver St, Broadway (Route 138)	RNRE; A, C	Stoughton Line	Carver St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems	Adverse: Noise Visual	Yes
Ra.011	Raynham	Dog Kennel and Track Property	385 Thrasher St	RNRE; A	Stoughton Line	West Brittonia St; Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB (portion of property)	Yes: Moderate to severe, in vicinity of new catenary and grade crossing (at edge of property)	Adverse: Visual	Yes
Ta.B	Taunton	Taunton Center Area	Dean, Park, and Summer Sts	RNRE; A, C	Stoughton Line	Taunton Station; Dean St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing	Adverse: Noise Visual	Yes
Ta.C	Taunton	Taunton Multiple Resource Area	Multiple Throughout City of Taunton	NRMPS; A, B, C, D	Stoughton Line	multiple	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS
Ta.D	Taunton	High Street Area	High, Weir, and Somerset Sts	RNRE; A, C	Stoughton Line and Attleboro Secondary	TP - 05 Paralleling Station (Stoughton); Weir Street, Bow Street Grade Crossing (Attleboro Secondary)	No	Yes: Moderate to severe train and horn noise	Yes: 50 ft, >80 VdB (only small portion of area)	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.L	Taunton	Hart Street Area	Hart St	RNRE; A, C	Attleboro Secondary	Taunton Depot Station; Hart St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, >80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.18, Ta.C	Taunton	Dean-Hartshorn House	68 Dean St	NRIND, NRMPS, LHD	Stoughton Line	n/a	No	Yes: Moderate to severe train and horn noise	No: 100 ft, < 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.019, Ta.B, Ta.C	Taunton	Old Colony Railroad Station	40 Dean St	NRIND, NRMPS, LHD; A, C	Stoughton Line	Taunton Station; Dean St Grade Crossing	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Severe, adjacent to new catenary and grade crossing, in vicinity of new station	No Adverse Effect	No
Ta.020, Ta.B, Ta.C	Taunton	William Woodward House	117 Arlington St	NRIND, NRMPS, LHD; A, C	Stoughton Line	Dean St Grade Crossing	No	Yes: Severe train and horn noise	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ta.021, Ta.B, Ta.C	Taunton	Charles R. Atwood House	30 Dean St	NRIND, NRMPS, LHD; A, C	Stoughton Line	Dean St Grade Crossing	No	Yes: Moderate train and severe horn noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ta.022, Ta..B, Ta.C	Taunton	Theodore Dean House	26 Dean St	NRIND, NRMPS, LHD; A, C	Stoughton Line	n/a	No	Yes: Severe horn noise	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ta.23, Ta.B, Ta.C	Taunton	C.J.H. Bassett House	20 Chestnut St	NRIND, NRMPS, LHD	Stoughton Line	n/a	No	No	No: >800 ft, < 50 VdB	No	No Adverse Effect	No

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.28, Ta.B, Ta.C	Taunton	Abiezar Dean House	57 Summer St	NRIND, NRMPS, LHD	Stoughton Line	n/a	No	No	No: >500 ft, < 50 VdB	No	No Adverse Effect	No
Ta.029, Ta.B, Ta.C	Taunton	Neck of Land Cemetery	Summer St	NRIND, NRMPS, LHD; A, C	Stoughton Line	n/a	No	Yes: Moderate to severe horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
Ta.89	Taunton	Cohannet Mills #3	120 Ingell St	NRIND	Attleboro Secondary	Grade Crossing	No	No: 100 ft <80 VdB	n/a	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
Be.C	Berkley	Myricks Street Area	Myricks, Grove, and Mill Sts	RNRE; A, C	Fall River Secondary, New Bedford Main Line	TP-06 Switching Station (SWS-2); Myricks and Mill Sts Grade Crossings	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary, and traction power facility	Adverse: Noise Visual	Yes
Be.006	Berkley	Residence	1 Macomber St	RNRE; A, C	New Bedford Main Line	Padelford St Grade Crossing	No	Yes: Severe train and horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
La.C	Lakeville	Assonet Cedar Swamp Area	Pierce Ave; County and Howland Rds; Freetown, Mill, and Malbone Sts	RNRE; A, C, D	New Bedford Main Line	Malbone St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
La.024	Lakeville	Peirce and Haskins Cemetery	Off Adams Lane	RNRE; A, C NE	Fall River Secondary	Adams Lane Grade Crossing	No	Yes: Severe train and horn noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.C	Freetown	Slab Bridge Road Area	Slab Bridge, Forge, Richmond, and Howland Rds	RNRE; A, C	Fall River Secondary	Elm St, Forge Rd, Richmond Rd Grade Crossings	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ft.D	Freetown	Assonet Historic District	Mill, Water, Main, Pleasant, Elm, Forge Sts	NRDIS; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train and horn noise	Yes: 50 ft, > 80 VdB	Yes: Moderate, portion of edge of area is in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.002	Freetown	George Cummings House	76 Chace Road	RNRE: A, C	New Bedford Main Line	n/a	No	No: Outside APE 800 ft from ROW	No: Outside APE 800 ft from ROW	None. Outside APE 800 ft from ROW	No Effect	No
Ft.009	Freetown	Richmond Road / Maple Tree Crossing Bridge	Richmond Rd	MHC-DOE; C	Fall River Secondary	Richmond Rd, Beechwood Rd Grade Crossing	No	n/a	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.C	New Bedford	Acushnet Heights Historic District	State, Pleasant, Linden, Austin, Hazard, and Country Sts	NRDIS; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6); TP-30 Paralleling Station (PS-4)	No	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and layover facility	Adverse: Noise Visual	Yes
NB.D	New Bedford	Wamsutta Mills Historic District	Acushnet Ave; Logan, North Point, and Wamsutta Sts	NRDIS; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6); Wamsutta Layover Facility	No	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and layover facility	Adverse: Noise (to residential area) Visual	Yes
NB.G	New Bedford	National Spun Silk Co. – Oneko Mills	Brook St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
NB.010	New Bedford	Lambeth Rope Complex	627-637 Tarklin Hill Rd	RNRE; A, C	New Bedford Main Line	King's Highway Station; King's Highway / Tarklin Hill Rd Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB	Possible: Moderate, in vicinity of new catenary and station	No Adverse Effect	No
NB.011	New Bedford	Manomet Mill #4 - Manomet Tire Cord Fabric Mill	117 King St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
NB.012	New Bedford	Belleville Warehouse Company Cotton Storage Building	51 King St	NRDOE; A, C	New Bedford Main Line	Nash Rd Grade Crossing	No	n/a	Yes: 75 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.026	New Bedford	Pierce Brothers Textile Mill Complex	1125-1129 County St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.029	New Bedford	Christ Presbyterian Church	1097 County St	RNRE; C	New Bedford Main Line	n/a	No	No	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.053	New Bedford	Purchase Street Fire Station	2071 Purchase St	RNRE; A, C	New Bedford Main Line	n/a	No	Yes: Moderate train noise	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.063	New Bedford	Union Street Railway Car Barn	1959 Purchase St	NRIND, NRDIS-C; A	New Bedford Main Line	TP-09 Paralleling Station (PS-6)	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	No Adverse Effect	No
NB.065	New Bedford	Dawson Building	1843-1855 Purchase St	NRIND, NRDIS-C; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6)	No	No	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes
NB.081	New Bedford	New Bedford Cotton Storage Warehouse Co., North Stores	19 Jean St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
FR.C	Fall River	Fall River Multiple Resource Area	multiple	NRMP; A, B, C	Fall River Secondary	Battleship Cove Station	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.D	Fall River	North Main Street Area	North Main St	RNRE; A, C	Fall River Secondary	Weaver's Cove Layover(east)	Yes: Layover construction	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary and layover	Adverse: Physical Noise Visual	Yes
FR.E, FR.C	Fall River	Border City Mills	Weaver and West Sts	NRDOE, NRMPS; A, C	Fall River Secondary	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.F, FR.C	Fall River	Sagamore Mill Nos. 1 and 3	Ace St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.G, FR.C	Fall River	Sagamore Mill No. 2	North Main St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.H, FR.C	Fall River	Foster Spinning Company	Cove St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 75 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.J, FR.C	Fall River	Narragansett Mills	North Main St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	No	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.K, FR.C	Fall River	North Burial Ground	North Main St	NRMPS, NRDIS; A, B, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.L	Fall River	Durfee Street Area	North Main and Durfee Sts	RNRE; A, C	Fall River Secondary	Fall River Depot Station; TP-11 Paralleling Station (PS-05)	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary, station, and traction power facility	Adverse: Noise Visual	Yes
FR.M	Fall River	Diners of Massachusetts	multiple	NRMPs; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.N, F.R.C	Fall River	American Printing Company - Metacommet Mill	Anawan St	NRMPs, NRDIS; A, C	Fall River Secondary	Battleship Cove Station	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary and station	Adverse: Visual	Yes
FR.Q	Fall River	St. Michael's Roman Catholic Church Complex	207 Essex Street	RNRE	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	Yes: 100 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.003	Fall River	Joel Hathaway House	4042 North Main Street	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 100 ft, < 75 VdB	No: RR in deep cut section	No Adverse Effect	No
FR.005, F.R.C	Fall River	William Collins House	3775 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.006, F.R.C	Fall River	North Christian Congregational Church	3538 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.010, FR.C	Fall River	Borden-Winslow House	3063 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	No	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.012, FR.C	Fall River	Canedy, Squire William B. House	2634 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	Weaver's Cove Layover (east)	No	No	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary, layover facility	Adverse: Visual (catenary)	Yes
FR.013	Fall River	William J. Wiley Middle School	2585 North Main Street	RNRE	Fall River Secondary	Weaver's Cove Layover (east)	No	No	No: 500 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary, layover facility	No Adverse Effect	No
FR.015, FR.C	Fall River	Border City Mills - Mill #2	1 Weaver St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	n/a	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.016	Fall River	Weaver Street Railroad Bridge	Weaver St	MHC-DOE; A, C	Fall River Secondary	n/a	Possible	n/a	Yes: 0 ft, > 80 VdB	Yes: Moderate, in close proximity to new catenary	No Adverse Effect	No
FR.017	Fall River	Residence	311 Crescent St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.026, FR.C	Fall River	Brightman, Hathaway House	205 Crescent St	NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.050	Fall River	St. Michael's Roman Catholic Church	207 Essex St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.052	Fall River	St. Matthews Convent	211 Wellington Street	RNRE	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.053	Fall River	St. Matthews School	211 Wellington Street	RNRE	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	No: 100 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.066, FR.C	Fall River	St. Joseph's Roman Catholic Church	1355 North Main St	NRIND, NRMPS A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 700 ft, < 50 VdB	No	No Adverse Effect	No
FR.067	Fall River	Colton Warehouse	7 Oregon St	RNRE; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Visual	Yes (possible)
FR.070, FR.M	Fall River	Al Mac's Diner	135 President Ave	NRMPS, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.081	Fall River	Residence	524 Durfee St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.082	Fall River	Lafayette-Durfee House	94 Cherry St	NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.084	Fall River	Central Street Bridge over Quequechan River	Central St	MHC-DOE; C	Fall River Secondary	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.089	Fall River	Borden and Remington Company	85-115 Anawan St	RNRE; A, C	Fall River Secondary	Battleship Cove Station	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and station	No Adverse Effect	No

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.110	Fall River	St John's Cemetery	Brightman and St. Mary's Streets	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No

¹ Resources are sequenced north to south along the project corridor by community.

² **National Register Status**

NHL National Historic Landmark
 NRDIS National Register Historic District
 NRIND Property individually listed in the National Register
 NRMPS District or Property individually listed in the National Register as part of a NRMPS
 NRDOE Property formally determined eligible by Keeper of the National Register
 MHC-DOE Property evaluated as eligible by MHC
 RNRE Property recommended as eligible
 NRDIS-C Property contributing to an NR-listed district
 LL Property individually listed in the State Register
 LHD Property located within a State Register listed historic district

³ Within 250 feet of a proposed station, layover, or traction power facility, or an existing station where work is proposed or within 400 feet of a grade crossing.

⁴ **Direct/Physical Impacts**

Level of impact Based on review of project plans and analyses for DEIS/DEIR (USACE 2011).

No Historic property will not be impacted during or because of project construction activities; this typically applies to properties located in the vicinity of the project, but not within or immediately adjacent to construction areas.
 Yes Historic property that could be impacted during or because of project construction activities; typical impacts are physical in nature and may affect properties within or immediately adjacent to construction areas.

⁵ **Indirect Noise Impacts**

Level of impact Data per Environmental Consequences Technical Report: Noise (VHB June 2009) and DEIS/DEIR (USACE 2011).

Train Noise Noise generated by the operation of trains traveling along the rails.
 Horn Noise Noise generated by warning horn blowing, typically at grade crossings.
 Moderate Potential for the project to cause noticeable increase in cumulative noise levels, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009).

Severe Potential for the project to cause significant increase in cumulative noise levels, causing high annoyance, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009). Under FTA criteria severe impacts are subject to mitigation (refer to VHB 2012a).

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative. Updated May 2013.

n/a	Not applicable- Noise impacts were not evaluated for historic properties where noise is unlikely to impact the characteristics for which the property is historically significant, including bridges, railroad stations, and industrial complexes.
6 Indirect Vibration Impacts	
Level of impact	Data per Environmental Consequences Technical Report: Vibration (VHB June 2009) and DEIS/DEIR (USACE 2011). The vibration data shown present the approximate distance of the property from the right-of-way centerline, followed by projected vibration level from train operations.
No	Low level of vibration anticipated from construction and/or operations per VHB June 2009, which determined that, based on the FTA Generalized Ground-Surface Vibration Curves Table, properties within approximately 90 feet of the center line of a locomotive powered passenger or freight rail line could be impacted by vibration levels of 80VdB, the threshold for human annoyance, or higher. All projected vibration levels are well below the 100 VdB threshold for potential structural damage to fragile buildings or structures (VHB June 2009) that would result in a level of moderate or high impact.
Possible	Potential for damage from vibration generated by pile driving is noted as “vibration (possible)” under the Effects column, where individual properties or buildings within an historic district are within 25 ft of the right-of-way (per VHB June 2009). The location of any pile driving has not been determined and is expected to be limited, if any occurs.
Ft	Distance (in feet) of the property from the railroad right-of-way centerline.
VdB	RMS (root mean square) Vibration Velocity Level.
7 Indirect Visual Impacts	
Level of Impact	Based on review of project plans and analyses for DEIS/DEIR (USACE 2011). The categories of level of impact were defined for the purposes of this analysis. Moderate and severe visual impacts considered to be potential adverse effects.
No	No potential for the project to change the existing visual environment (ex. increased use of existing railroad infrastructure).
Minimal	Low level of change in the visual environment of a historic property, based on the location of the property near existing railroad elements that will be slightly modified with a new feature as part of the project (ex. replacement of existing catenary with new catenary or upgrading an existing grade crossing).
Moderate	Potential for change in the visual environment of a historic property, based on the location of the property in the broad vicinity of new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).
Severe	High potential for change in the visual environment of a historic property, based on the location of the property adjacent or in close proximity to new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).
8 Effects	
The level of effect (adverse or no adverse effect) is assessed based on the impact information presented for direct and indirect physical, noise, vibration, and visual impacts and the resource type (ex. new catenary is not considered an adverse effect for industrial and railroad historic properties). New station construction and modifications to existing stations and their sites will have no adverse effect on historic stations and adjacent historic properties as long as changes are designed in a manner sensitive to the historic architectural character of the building and/or area. Noise mitigation including linear barriers and insulating treatments on historic buildings will have an effect on adjacent or subject properties and will require design considerations for compatibility with historic resources. Vibration impacts from pile driving could affect buildings adjacent to the right-of way, if pile driving or other similar construction occurs; however the location of this type of construction has not been identified. There are no anticipated atmospheric and cumulative impacts to historic resources. Traffic impacts to historic resources will be assessed when traffic analyses are available, but are expected to be minor. The level of effect presented in the table reflects the worst case and will be refined after the preferred alternative is selected, intensive historic resources survey is completed, and more detail about the project elements and work types is available.	
9 Mitigation	
It is assumed that all adverse effects will require mitigation. Mitigation may include vibration dampening, noise barriers, visual screening, and the use of compatible materials within historic districts or adjacent to historic properties.	

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ca.C	Canton	Washington Street	Washington St	RNRE; A, C	Stoughton Line	Washington St Grade Crossing, Canton Center Station	No	Yes: Moderate to severe train noise (in some locations)	No Change	Yes: Moderate, in vicinity of new catenary and station	Adverse: Visual	Yes
Ca.H	Canton	Washington Street/Canton Center	Washington Street/Canton Center	MHC-DOE	Stoughton Line	Washington St Grade Crossing, Canton Center Station	No	Yes: Moderate to severe train noise (in some locations)	No Change	Yes: Moderate, in vicinity of new catenary and station	Adverse: Visual	Yes
Ca.001	Canton	Canton Junction Railroad Station	666 Sherman St	RNRE; A, B, C	Stoughton Line, Northeast Corridor	Canton Junction Station	Possible	n/a	No Change	Yes: Severe, adjacent to new catenary; Moderate, modifications to site	Adverse: Physical (possible) Visual (possible)	Yes (possible)
Ca.002	Canton	Revere Copper Company Railroad Embankment	Revere St	RNRE; C	Stoughton Line, Northeast Corridor	n/a	No	n/a	No Change	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
Ca.006	Canton	Canton Public Library	786 Washington St	MHC-DOE; A, C	Stoughton Line	n/a	No	No	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ca.007	Canton	Forge Pond Railroad Bridge	Between Washington and Bolivar Sts	MHC-DOE; C	Stoughton Line	TP-02 Switching Station (SWS-1)	Possible	n/a	No Change	Yes: Severe, in close proximity to new catenary, and in vicinity of traction power facility	Adverse: Physical	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ca.024	Canton	Canton Water Works	44 Pine St	RNRE; A, C	Stoughton Line	Pine St Grade Crossing	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
St.B	Stoughton	Downtown Stoughton Area	Pearl, Perry, School, Washington, Pleasant, and Wyman Sts	RNRE; A, C	Stoughton Line	Stoughton Station; School, Porter, Wyman Sts Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
St.022	Stoughton	Pearl Street Cemetery	Pearl St	RNRE; A, C	Stoughton Line	n/a	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
St.023, St.B	Stoughton	Stoughton Town Hall	10 Pearl St	NRIND	Stoughton Line	n/a	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse; Visual	Yes
St.024	Stoughton	Mystic Rubber Company	2 Canton St	RNRE; A, C	Stoughton Line	Porter St, Wyman St Grade Crossings	No	n/a	No Change	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
St.025	Stoughton	Stoughton Old Colony Railroad Station	45-47 Wyman St	NRIND; A, C	Stoughton Line	Porter St, Wyman St Grade Crossings	No	n/a	No Change	Yes: Severe, adjacent to new catenary; Moderate, modifications to site	Visual	Yes
St.026	Stoughton	Lucius Clapp Memorial Library	6 Park St	NRIND	Stoughton Line	n/a	No	Yes, Moderate train and horn noise	No Change	No	No Adverse Effect	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
St.046	Stoughton	Meade Rubber Company	25 Brock St	RNRE; A, C	Stoughton Line	Stoughton Station; Brock St Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary and grade crossing systems	Adverse Effect Demolition	Yes
Ea.B	Easton	North Easton Historic District	Elm, Lincoln, and Main Sts	NRDIS; A, C	Stoughton Line	Easton Village Station; Oliver St, Elm St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing systems	Adverse: Noise Visual	Yes
Ea.C	Easton	Holmes-Linden Street Area	Holmes and Linden Sts	RNRE; A, C	Stoughton Line	Elm St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems	Adverse: Noise Visual	Yes
Ea.D	Easton	H.H. Richardson Historic District	Elm and Main Sts	NHL, NRDIS; A, C	Stoughton Line	Easton Village Station	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in one location	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing systems	Adverse: Noise Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ea.E	Easton	Center Street Area	Center St	RNRE; A, C	Stoughton Line	Reynolds St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.F	Easton	Easton Center Area	Center, Depot, and Short Sts	RNRE; A, C	Stoughton Line	Short St, Depot St Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.G	Easton	Hayward - Pool Area	Foundry St	RNRE; A, C	Stoughton Line	Foundry St Grade Crossing	No	Yes: Moderate train and moderate to severe horn noise (at edge of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.003	Easton	Old Colony Railroad Station	Off Oliver St on Railroad Right of Way	NRIND, in NHL District; A, C	Stoughton Line	Easton Village Station; Oliver St Grade Crossing	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Severe, adjacent to new catenary, and site modifications, and grade crossing	Adverse: Visual (possible)	Yes (possible)
Ea.008, Ea.A, Ea.B (contributing)	Easton	Dighton & Somerset Line	Parallel to Mechanic Street from Elm Street to Main Street	Contributing in NRDIS, North Easton Historic District	Stoughton Line	Easton Village Station; Oliver St Grade Crossing	Yes: Construction and alteration	n/a	Yes: 0 ft, > 80 VdB	Yes: new catenary, and grade crossing	Adverse: Direct Visual (possible)	Yes (possible)

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ra.B	Raynham	Carver Street Area	Carver St, Broadway (Route 138)	RNRE; A, C	Stoughton Line	Carver St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems	Adverse: Noise Visual	Yes
Ta.C	Taunton	Taunton Multiple Resource Area	Multiple Throughout City of Taunton	NRMPs; A, B, C, D	Whittenton Branch	Dean St, Whittenton St Grade Crossings	See below	See below	See below	See below	See below	See below
Ta.D	Taunton	High Street Area	High, Weir, and Somerset Sts	RNRE; A, C	Attleboro Secondary and Stoughton Line	TP-05 Paralleling Station (PS-2); Weir St, Bow St Grade Crossings	No	Yes: Moderate train noise (at edge of area)	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary, grade crossing, and traction power facility	Adverse: Noise Visual	Yes
Ta.F	Taunton	Whittenton Mill Area	Whittenton St	RNRE; A, C	Whittenton Branch	Whittenton St Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some locations)	Yes: 0 ft, > 80 VdB (only in some locations)	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems (in some locations)	Adverse: Noise Visual	Yes
Ta.G, Ta.C	Taunton	Whittenton Mill Complex	Whittenton St	NRDIS, NRMPs; A, C	Whittenton Branch	Whittenton St Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB (only at edge of area)	Yes: Moderate, in vicinity of new catenary and grade crossing systems (in some locations)	No Adverse Effect	No

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.H	Taunton	Reed and Barton Worker Housing	Cottage and Meadow St	RNRE; A, C	Whittenton Branch	Whittenton St Grade Crossing	No	Yes: Moderate to severe horn noise (in some locations)	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing systems (in some locations)	Adverse: Noise Visual	Yes
Ta.I	Taunton	Ancient Whittenton Area	Warren St	RNRE; A, C	Whittenton Branch	Warren St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some locations)	Yes: 0 ft, > 80 VdB (only in some locations)	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems (in some locations)	Adverse: Noise Visual	Yes
Ta.R	Taunton	Multiple	MA State Hospitals and State Schools IMPS	NRMPIS; A, C, D	Attleboro Secondary	Danforth St Grade Crossing	No	Yes: Moderate train and horn noise	No: 400 ft, < 50 VdB	Yes: Moderate, portions of area are in vicinity of new catenary	Adverse: Visual	Yes
Ta.S	Taunton	Danforth St, Dana St	Taunton State Hospital Historic District	NRDIS, NRMPIS; A, C, D	Attleboro Secondary	Danforth St Grade Crossing	No	Yes: Moderate train and horn noise	No: 400 ft, < 50 VdB	Yes: Moderate, portions of area are in vicinity of new catenary	Adverse: Visual	Yes
Ta.T	Taunton	Tremont St	Tremont St Area	RNRE; A, C	Attleboro Secondary	Tremont St Grade Crossing	No	Yes: Moderate train and severe horn noise	Yes: 50 ft, > 80 VdB (only small portion of area)	Yes: Moderate, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.160	Taunton	Staples Coal Company	28 Dana St	RNRE; A, C	Attleboro Secondary	n/a	No	n/a	No: 100 ft < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No

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Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.181	Taunton	N.S. Mason House	58 Tremont St	NRIND, NRMPS	Attleboro Secondary	n/a	No	Yes, Moderate train and horn noise	No	No	No Adverse Effect	No
Ta.208, Ta.C	Taunton	St. Thomas Episcopal Church	111-115 High St	NRIND, NRMPS; A, C	Attleboro Secondary	Porter St, Cohannet St Grade Crossing	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes
Ta.209, Ta.C	Taunton	McKinstrey House	115 High St	NRIND, NRMPS; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes
Ta.211, Ta.C	Taunton	Henry G. Brownell House (Elk's Lodge No. 150)	119 High St	NRIND, NRMPS; A, C	Attleboro Secondary	Porter St, Cohannet St Grade Crossing	No	Yes: Moderate to severe horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Noise Visual	Yes
Ta.225	Taunton	Rhodes Button Company	12 Porter St	RNRE; A, C	Attleboro Secondary	Winthrop St, Porter St, Cohannet St Grade Crossings	No	n/a	Yes: 90 ft > 80 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	No Adverse Effect	No
Ta.245, Ta.C	Taunton	Lord-Baylies- Bennett House (Taunton Masonic Lodge)	66 Winthrop St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St, Cohannet St Grade Crossings	No	Yes: Moderate train and severe horn noise	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.246, Ta.C	Taunton	Samuel Washburn House	68 Winthrop St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St, Cohannet St Grade Crossings	No	Yes: Moderate to severe train and severe horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
Ta.254, Ta.C	Taunton	Samuel Colby House	74 Winthrop St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St, Cohannet St Grade Crossings	No	Yes: Moderate train and severe horn noise	No: 100 ft < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.259, Ta.C, Ta.V	Taunton	Sarah A. Haskins House	18 Harrison Ave	NRIND, NRMPS; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ta.262	Taunton	Mount Pleasant Cemetery	19 Crocker St	NRIND; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ta.266, Ta. C	Taunton	J.C. Bartlett House	12 Walnut St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St Grade Crossing	No	Yes: Moderate train and severe horn noise	No: 400 ft < 50 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
Ta.293	Taunton	Albert Field Tack Works	19 Spring St	NRIND, NRMPS	Attleboro Secondary	n/a	No	No	No: 1600 ft	No	No Effect	No
Ta.294, Ta.C, Ta.D	Taunton	H.B. Lothrop Store	210 Weir St	NRIND, NRMPS; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ta.309, Ta.C	Taunton	William Lawrence House	101 Somerset Ave	NRIND, NRMPS; A, C	Attleboro Secondary	Barnum St, Weir St Grade Crossings	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Be.C	Berkley	Myricks Street Area	Myricks, Grove, and Mill Sts	RNRE; A, C	Fall River Secondary, New Bedford Main Line	TP-06 Switching Station (SWS-2); Myricks and Mill Sts Grade Crossings	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary, and traction power facility	Adverse: Noise Visual	Yes
Be.006	Berkley	Residence	1 Macomber St	RNRE; A, C	New Bedford Main Line	Padelford St Grade Crossing	No	Yes: Severe train and horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
La.C	Lakeville	Assonet Cedar Swamp Area	Pierce Ave; County and Howland Rds; Freetown, Mill, and Malbone Sts	RNRE; A, C, D	New Bedford Main Line	Malbone St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
La.024	Lakeville	Peirce and Haskins Cemetery	Off Adams Lane	RNRE; A, C NE	Fall River Secondary	Adams Lane Grade Crossing	No	Yes: Severe train and horn noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.C	Freetown	Slab Bridge Road Area	Slab Bridge, Forge, Richmond, and Howland Rds	RNRE; A, C	Fall River Secondary	Elm St, Forge Rd, Richmond Rd Grade Crossings	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.D	Freetown	Assonet Historic District	Mill, Water, Main, Pleasant, Elm, Forge Sts	NRDIS; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train and horn noise	Yes: 50 ft, > 80 VdB	Yes: Moderate, portion of edge of area is in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.002	Freetown	George Cummings House	76 Chace Road	RNRE: A, C	New Bedford Main Line	n/a	No	No: Outside APE 800 ft from ROW	No: Outside APE 800 ft from ROW	None. Outside APE 800 ft from ROW	No Effect	No

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Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ft.009	Freetown	Richmond Road / Maple Tree Crossing Bridge	Richmond Rd	MHC-DOE; C	Fall River Secondary	Richmond Rd, Beechwood Rd Grade Crossing	No	n/a	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.C	New Bedford	Acushnet Heights Historic District	State, Pleasant, Linden, Austin, Hazard, and Country Sts	NRDIS; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6); TP-30 Paralleling Station (PS-4)	No	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and layover facility	Adverse: Noise Visual	Yes
NB.D	New Bedford	Wamsutta Mills Historic District	Acushnet Ave; Logan, North Point, and Wamsutta Sts	NRDIS; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6); Wamsutta Layover Facility	No	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and layover facility	Adverse: Noise (to residential area) Visual	Yes
NB.G	New Bedford	National Spun Silk Co. – Oneko Mills	Brook St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, >80 VdB	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
NB.010	New Bedford	Lambeth Rope Complex	627-637 Tarklin Hill Rd	RNRE; A, C	New Bedford Main Line	King's Highway Station; King's Highway / Tarklin Hill Rd Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB	Possible: Moderate, in vicinity of new catenary and station	No Adverse Effect	No
NB.011	New Bedford	Manomet Mill #4 - Manomet Tire Cord Fabric Mill	117 King St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.012	New Bedford	Belleville Warehouse Company Cotton Storage Building	51 King St	NRDOE; A, C	New Bedford Main Line	Nash Rd Grade Crossing	No	n/a	Yes: 75 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.026	New Bedford	Pierce Brothers Textile Mill Complex	1125-1129 County St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No

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Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
NB.029	New Bedford	Christ Presbyterian Church	1097 County St	RNRE; C	New Bedford Main Line	n/a	No	No	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.053	New Bedford	Purchase Street Fire Station	2071 Purchase St	RNRE; A, C	New Bedford Main Line	n/a	No	Yes: Moderate train noise	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.063	New Bedford	Union Street Railway Car barn	1959 Purchase St	NRIND, NRDIS-C; A	New Bedford Main Line	TP-09 Paralleling Station (PS-6)	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	No Adverse Effect	No
NB.065	New Bedford	Dawson Building	1843-1855 Purchase St	NRIND, NRDIS-C; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6)	No	No	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes
NB.081	New Bedford	New Bedford Cotton Storage Warehouse Co., North Stores	19 Jean St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, >80 VdB	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
FR.C	Fall River	Fall River Multiple Resource Area	multiple	NRMPS; A, B, C	Fall River Secondary	Battleship Cove Station	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS
FR.D	Fall River	North Main Street Area	North Main St	RNRE; A, C	Fall River Secondary	Weaver's Cove Layover(east)	Yes: Layover construction	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary and layover	Adverse: Physical Noise Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.E, FR.C	Fall River	Border City Mills	Weaver and West Sts	NRDOE, NRMPS; A, C	Fall River Secondary	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.F, FR.C	Fall River	Sagamore Mill Nos. 1 and 3	Ace St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.G, FR.C	Fall River	Sagamore Mill No. 2	North Main St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.H, FR.C	Fall River	Foster Spinning Company	Cove St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 75 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.J, FR.C	Fall River	Narragansett Mills	North Main St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	No	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.K, FR.C	Fall River	North Burial Ground	North Main St	NRMPS, NRDIS; A, B, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
FR.L	Fall River	Durfee Street Area	North Main and Durfee Sts	RNRE; A, C	Fall River Secondary	Fall River Depot Station; TP-11 Paralleling Station (PS-05)	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary, station, and traction power facility	Adverse: Noise Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.M	Fall River	Diners of Massachusetts	multiple	NRMPS; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.N, FR.C	Fall River	American Printing Company - Metacommet Mill	Anawan St	NRMPS, NRDIS; A, C	Fall River Secondary	Battleship Cove Station	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary and station	Adverse: Visual	Yes
FR.Q	Fall River	St. Michael's Roman Catholic Church Complex	207 Essex Street	RNRE	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	Yes: 100 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.003	Fall River	Joel Hathaway House	4042 North Main Street	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 100 ft, < 75 VdB	No: RR in deep cut section	No Adverse Effect	No
FR.005, FR.C	Fall River	William Collins House	3775 North Main St	NRMPS, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.006, FR.C	Fall River	North Christian Congregational Church	3538 North Main St	NRMPS, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.010, FR.C	Fall River	Borden-Winslow House	3063 North Main St	NRMPS, NRIND; A, C	Fall River Secondary	n/a	No	No	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.012, FR.C	Fall River	Canedy, Squire William B. House	2634 North Main St	NRMPS, NRIND; A, C	Fall River Secondary	Weaver's Cove Layover (east)	No	No	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary, layover facility	Adverse: Visual (catenary)	Yes

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FR.013	Fall River	William J. Wiley Middle School	2585 North Main Street	RNRE	Fall River Secondary	Weaver's Cove Layover (east)	No	No	No: 500 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary, in layover facility	No Adverse Effect	No
FR.015, FR.C	Fall River	Border City Mills - Mill #2	1 Weaver St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	n/a	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.016	Fall River	Weaver Street Railroad Bridge	Weaver St	MHC-DOE; A, C	Fall River Secondary	n/a	Possible	n/a	Yes: 0 ft, > 80 VdB	Yes: Moderate, in close proximity to new catenary	No Adverse Effect	No
FR.017	Fall River	Residence	311 Crescent St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.026, FR.C	Fall River	Brightman, Hathaway House	205 Crescent St	NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.050	Fall River	St. Michael's Roman Catholic Church	207 Essex St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.052	Fall River	St. Matthews Convent	211 Wellington Street	RNRE	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.053	Fall River	St. Matthews School	211 Wellington Street	RNRE	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	No: 100 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes

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FR.066, FR.C	Fall River	St. Joseph's Roman Catholic Church	1355 North Main St	NRIND, NRMPS A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 700 ft, < 50 VdB	No	No Adverse Effect	No
FR.067	Fall River	Cotton Warehouse	7 Oregon St	RNRE; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Visual	Yes (possible)
FR.070, FR.M	Fall River	Al Mac's Diner	135 President Ave	NRMPS, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, <70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.081	Fall River	Residence	524 Durfee St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.082	Fall River	Lafayette-Durfee House	94 Cherry St	NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.084	Fall River	Central Street Bridge over Quequechan River	Central St	MHC-DOE; C	Fall River Secondary	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.089	Fall River	Borden and Remington Company	85-115 Anawan St	RNRE; A, C	Fall River Secondary	Battleship Cove Station	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and station	No Adverse Effect	No
FR.110	Fall River	St John's Cemetery	Brightman and St. Mary's Streets	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No

¹ Resources are sequenced north to south along the project corridor for each rail segment.

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

² National Register Status	
NHL	National Historic Landmark
NRDIS	National Register Historic District
NRIND	Property individually listed in the National Register
NRMPS	District or Property individually listed in the National Register as part of a NRMPS
NRDOE	Property formally determined eligible by Keeper of the National Register
MHC-DOE	Property evaluated as eligible by MHC
RNRE	Property recommended as eligible
NRDIS-C	Property contributing to an NR-listed district
LL	Property individually listed in the State Register
LHD	Property located within a State Register listed historic district

³ Within 250 feet of a proposed station, layover, or traction power facility, or an existing station where work is proposed or within 400 feet of a grade crossing.

⁴ Direct/Physical Impacts

Level of impact Based on review of project plans and analyses for DEIS/DEIR (USACE 2011).

No	Historic property will not be impacted during or because of project construction activities; this <i>typically</i> applies to properties located in the vicinity of the project, but not within or immediately adjacent to construction areas.
Yes	Historic property that could be impacted during or because of project construction activities; <i>typical</i> impacts are physical in nature and may affect properties within or immediately adjacent to construction areas.

⁵ Indirect Noise Impacts

Level of impact Data per *Environmental Consequences Technical Report: Noise* (VHB June 2009) and DEIS/DEIR (USACE 2011).

Train Noise	Noise generated by the operation of trains traveling along the rails.
Horn Noise	Noise generated by warning horn blowing, typically at grade crossings.
Moderate	Potential for the project to cause noticeable increase in cumulative noise levels, based on the FTA's noise impact criteria, as defined in the <i>Environmental Consequences Technical Report: Noise</i> (VHB June 2009).
Severe	Potential for the project to cause significant increase in cumulative noise levels, causing high annoyance, based on the FTA's noise impact criteria, as defined in the <i>Environmental Consequences Technical Report: Noise</i> (VHB June 2009). Under FTA criteria severe impacts are subject to mitigation (refer to VHB 2102a).
n/a	Not applicable- Noise impacts were not evaluated for historic properties where noise is unlikely to impact the characteristics for which the property is historically significant, including bridges, railroad stations, and industrial complexes.

⁶ Indirect Vibration Impacts

Level of impact Data per *Environmental Consequences Technical Report: Vibration* (VHB June 2009) and DEIS/DEIR (USACE 2011).

No	The vibration data shown present the approximate distance of the property from the right-of-way centerline, followed by projected vibration level from train operations. Low level of vibration anticipated from construction and/or operations per VHB June 2009, which determined that, based on the <i>FTA Generalized Ground-Surface Vibration Curves Table</i> , properties within approximately 90 feet of the center line of a locomotive powered passenger or freight rail line could be impacted by vibration levels of 80VdB, the threshold for human annoyance, or higher. All projected vibration levels are well below the 100 VdB threshold for potential structural damage to fragile buildings or structures (VHB June 2009) that would result in a level of moderate or high impact.
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Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative. Updated May 2013.

Possible	Potential for damage from vibration generated by pile driving is noted as “Vibration (possible)” under the Effects column, where individual properties or buildings within an historic district are within 25 ft of the right-of-way (per VHB June 2009). The location of any pile driving has not been determined and is expected to be limited, if any occurs.
Ft	Distance (in feet) of the property from the railroad right-of-way centerline.
VdB	RMS (root mean square) Vibration Velocity Level.
⁷ Indirect Visual Impacts	
Level of Impact	Based on review of project plans and analyses for DEIS/IDEIR (USACE 2011). The categories of level of impact were defined for the purposes of this analysis. Moderate and severe visual impacts considered to be potential adverse effects.
No	No potential for the project to change the existing visual environment (ex. increased use of existing railroad infrastructure).
Minimal	Low level of change in the visual environment of a historic property, based on the location of the property near existing railroad elements that will be slightly modified with a new feature as part of the project (ex. replacement of existing catenary with new catenary or upgrading an existing grade crossing).
Moderate	Potential for change in the visual environment of a historic property, based on the location of the property in the broad vicinity of new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).
Severe	High potential for change in the visual environment of a historic property, based on the location of the property adjacent or in close proximity to new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).

⁸ Effects

The level of effect (adverse or no adverse effect) is assessed based on the impact information presented for direct and indirect physical, noise, vibration, and visual impacts and the resource type (ex. new catenary is not considered an adverse effect for industrial and railroad historic properties). New station construction and modifications to existing stations and their sites will have no adverse effect on historic stations and adjacent historic properties as long as changes are designed in a manner sensitive to the historic architectural character of the building and/or area. Noise mitigation including linear barriers and insulating treatments on historic buildings will have an effect on adjacent or subject properties and will require design considerations for compatibility with historic resources. Vibration impacts from pile driving could affect buildings adjacent to the right-of way, if pile driving or other similar construction occurs; however the location of this type of construction has not been identified. There are no anticipated atmospheric and cumulative impacts to historic resources. Traffic impacts to historic resources will be assessed when traffic analyses are available, but are expected to be minor. The level of effect presented in the table reflects the worst case and will be refined after the preferred alternative is selected, intensive historic resources survey is completed, and more detail about the project elements and work types is available.

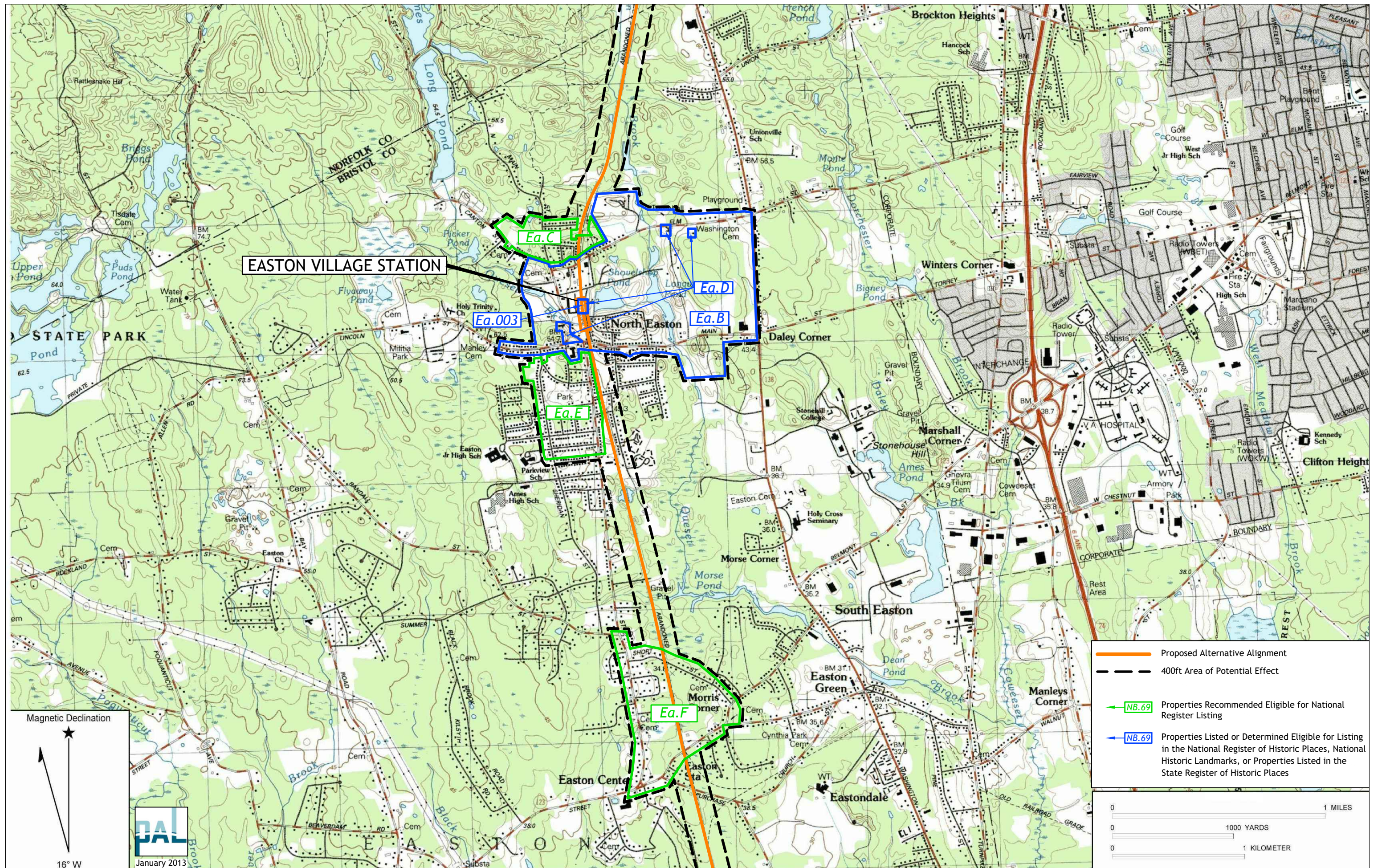
⁹ Mitigation

It is assumed that all adverse effects will require mitigation. Mitigation may include vibration dampening, noise barriers, visual screening, and the use of compatible materials within historic districts or adjacent to historic properties.

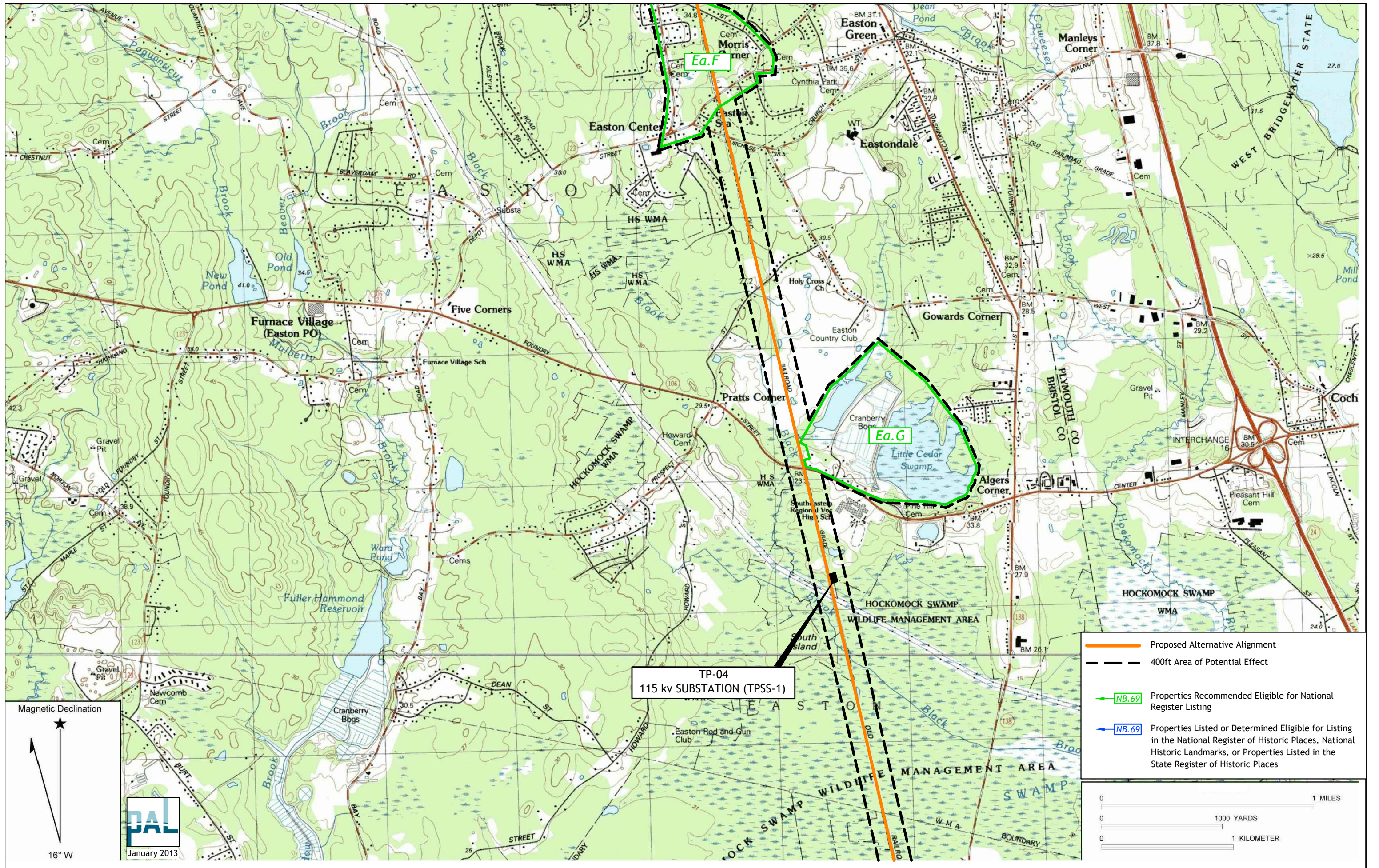
APPENDIX B
Addendum

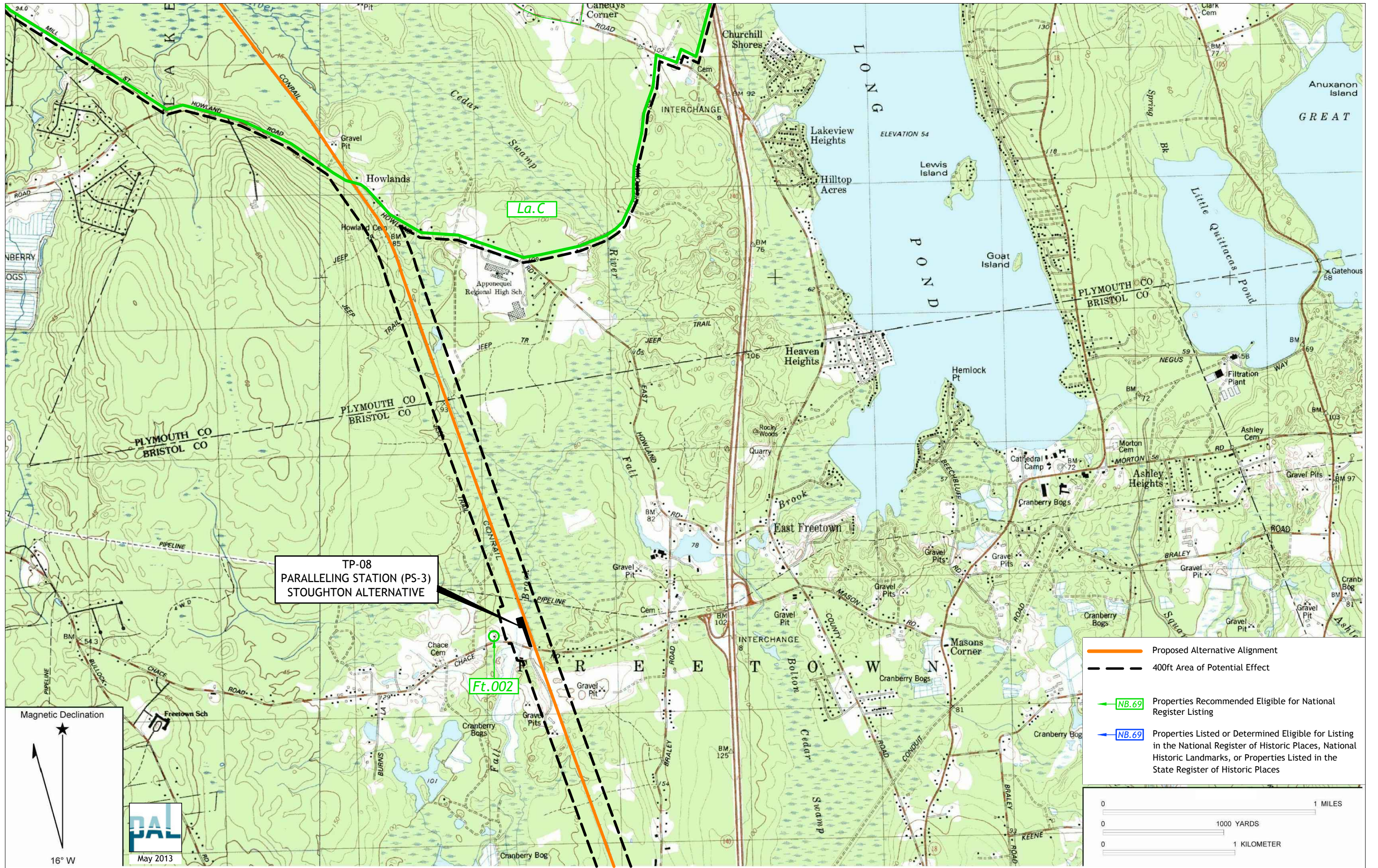
**USGS Quadrangle Maps Showing Location of National Register Listed,
Determined Eligible, and Recommended Eligible Historic Properties**

Revised and Updated, May 2013

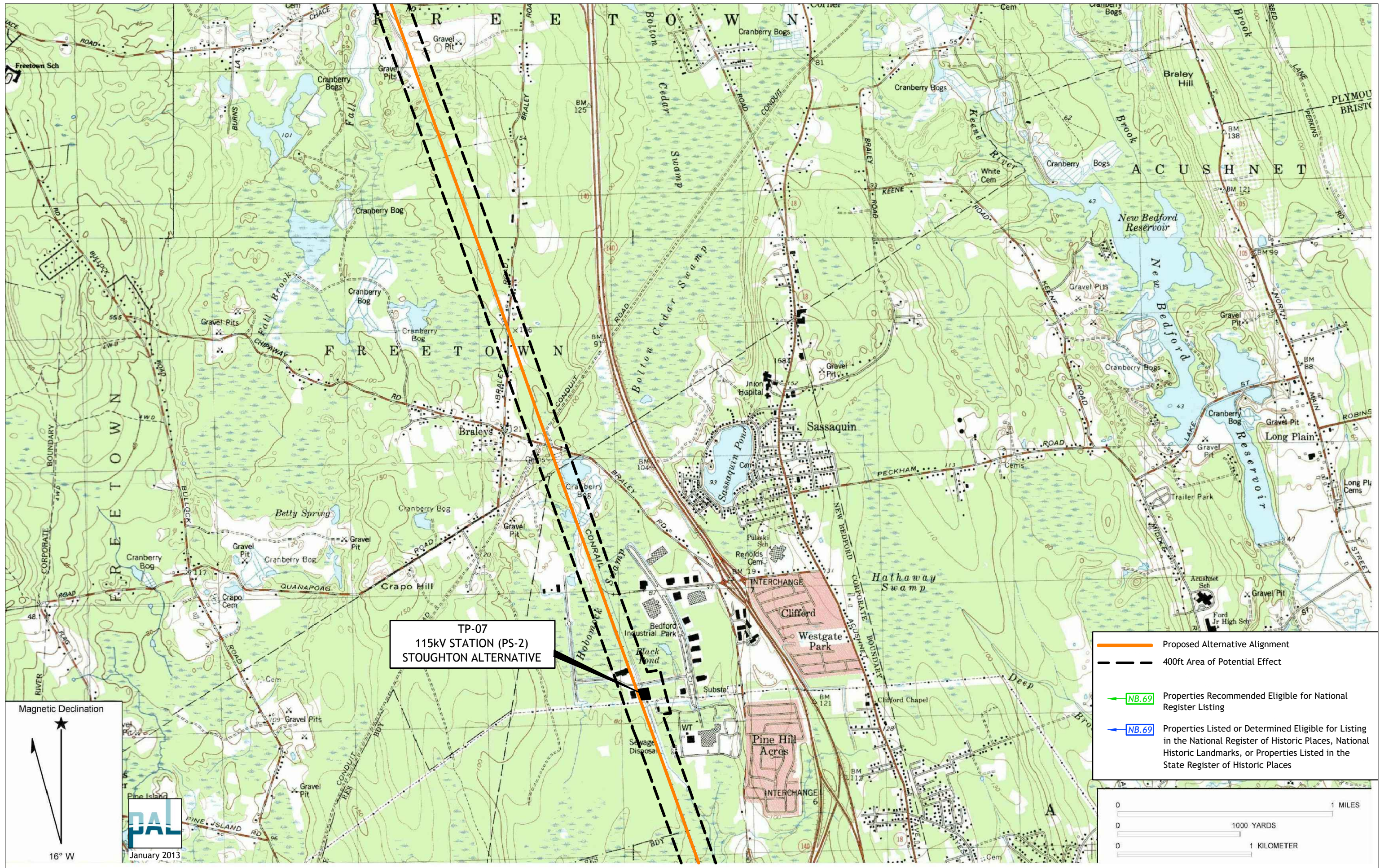


Appendix B-3. National/State Register listed, determined eligible, and recommended eligible historic properties.

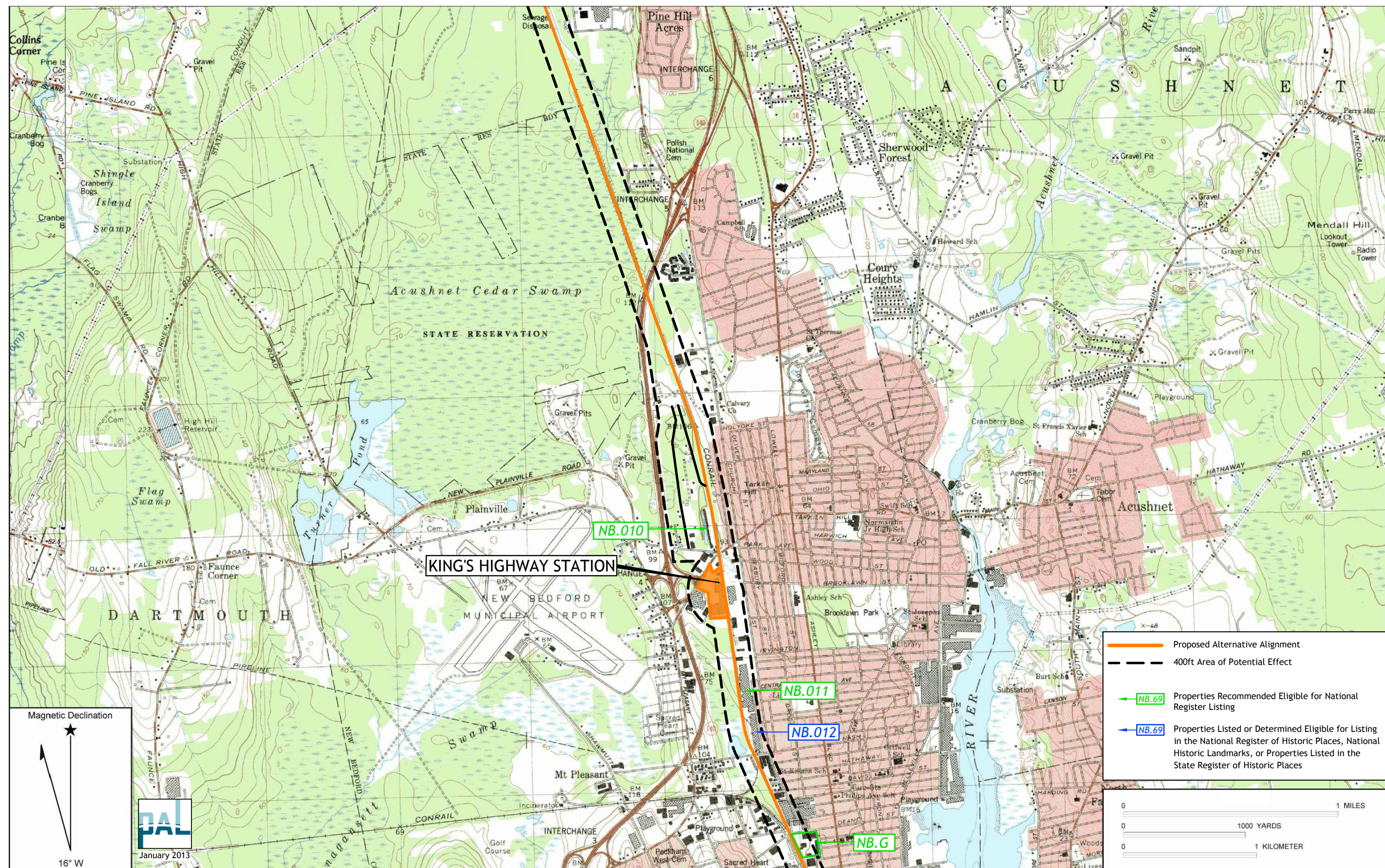




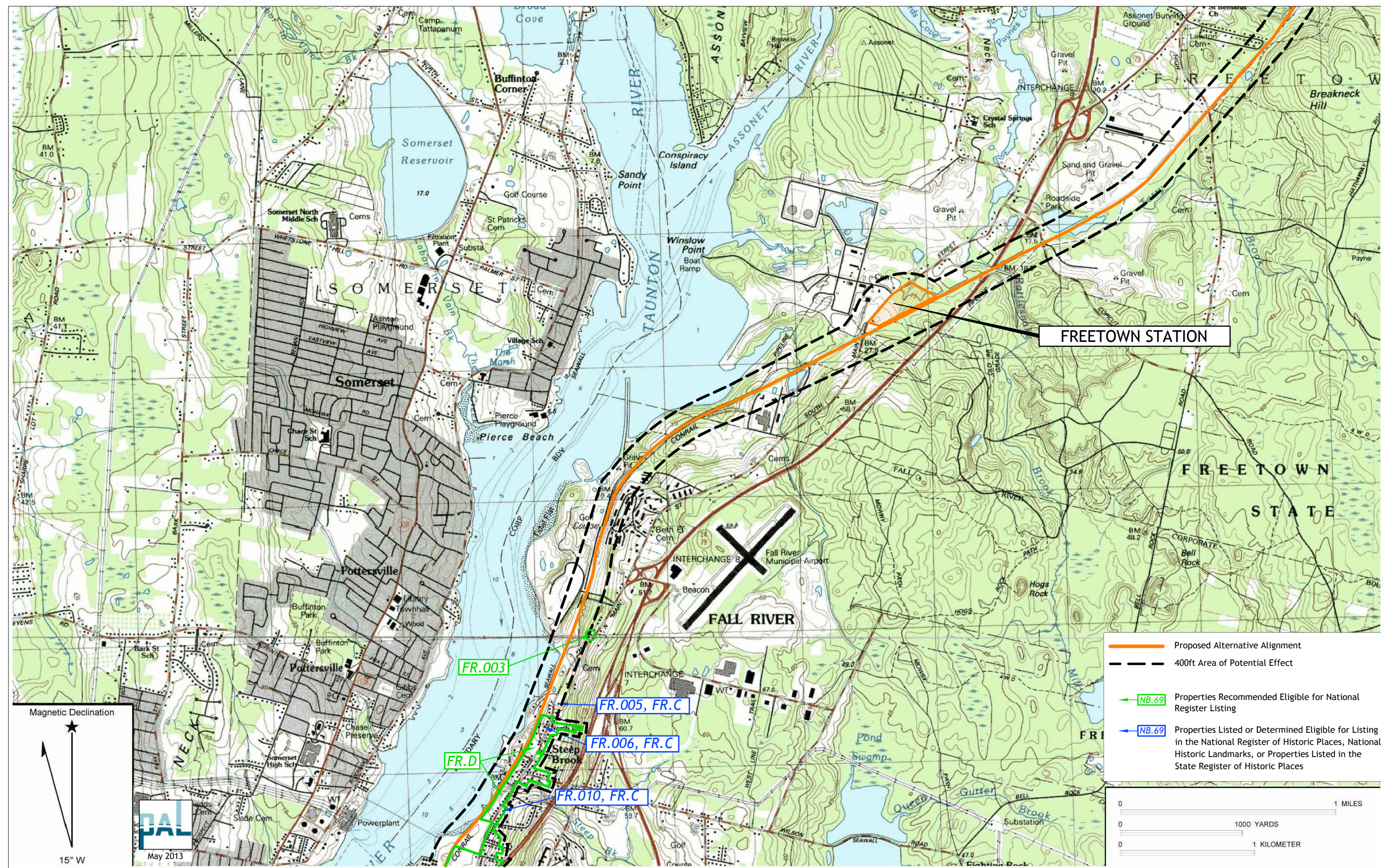
Appendix B-9. National/State Register listed, determined eligible, and recommended eligible historic properties.



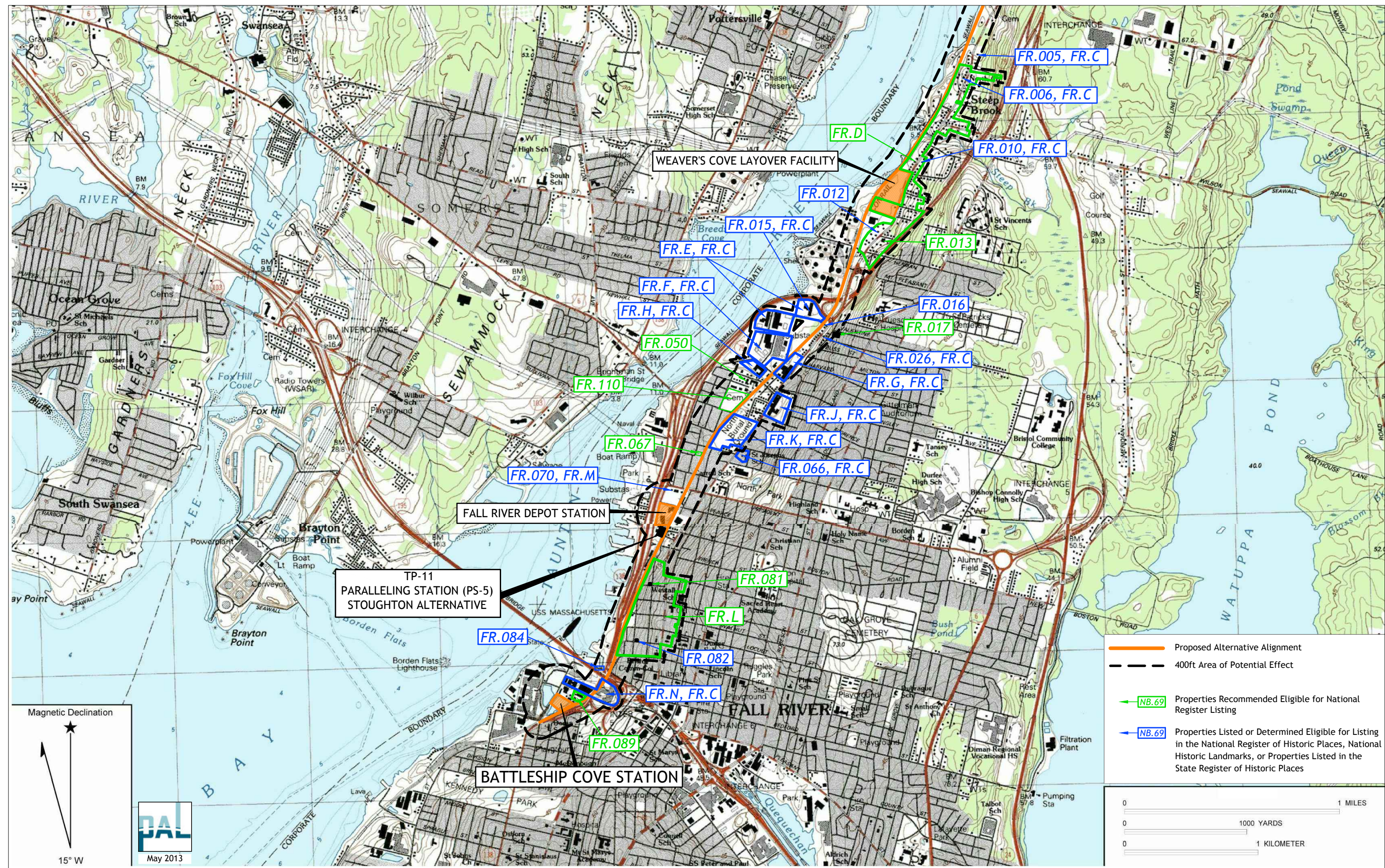
Appendix B-10. National/State Register listed, determined eligible, and recommended eligible historic properties.



Appendix B-11. National/State Register listed, determined eligible, and recommended eligible historic properties.



Appendix B-14. National/State Register listed, determined eligible, and recommended eligible historic properties.

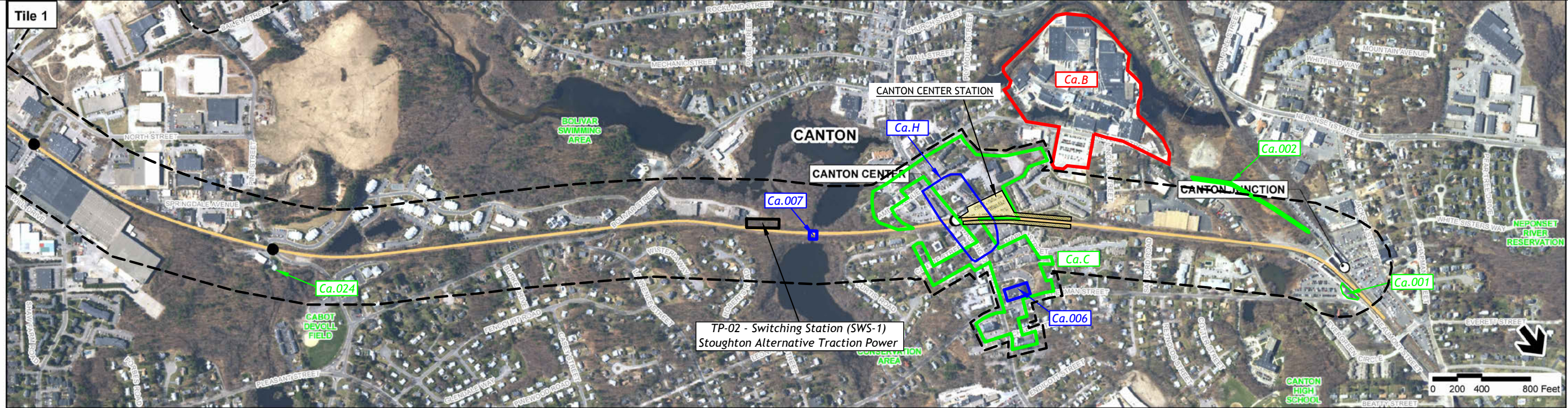


Appendix B-15. National/State Register listed, determined eligible, and recommended eligible historic properties.

APPENDIX C
Addendum

**Project Aerial Maps Showing Location of All Properties Surveyed,
including National Register Listed, Determined Eligible,
and Recommended Eligible Historic Properties**

Revised and Updated, May 2013



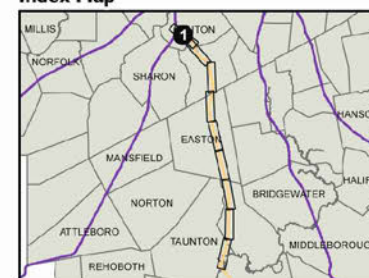
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Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 → Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
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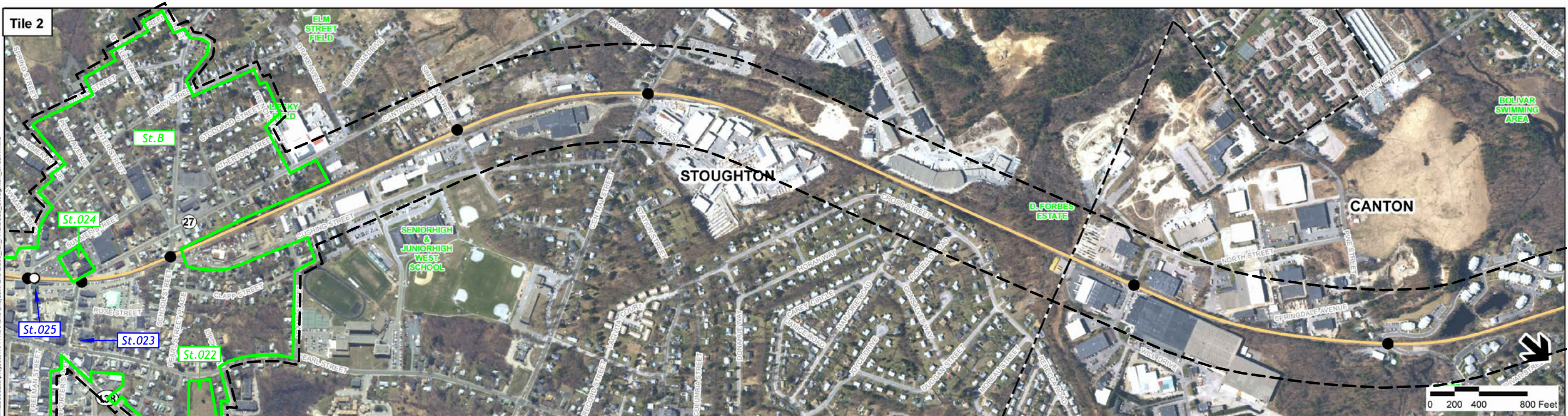
Index Map



Weir Junction to Canton Junction Stoughton Line



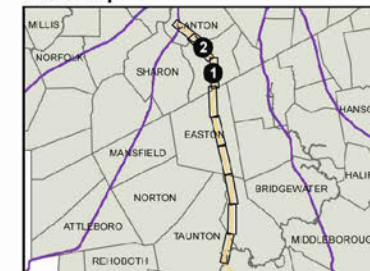
Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013



Legend

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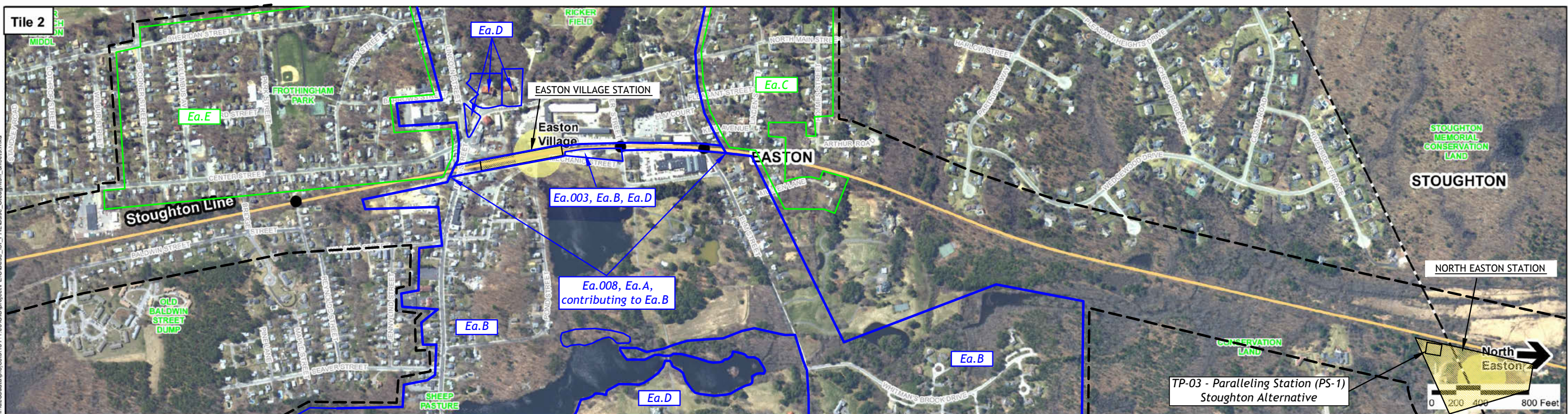
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Weir Junction to Canton Junction Stoughton Line



Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013

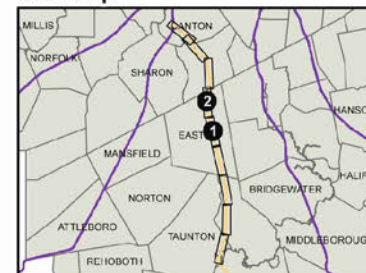


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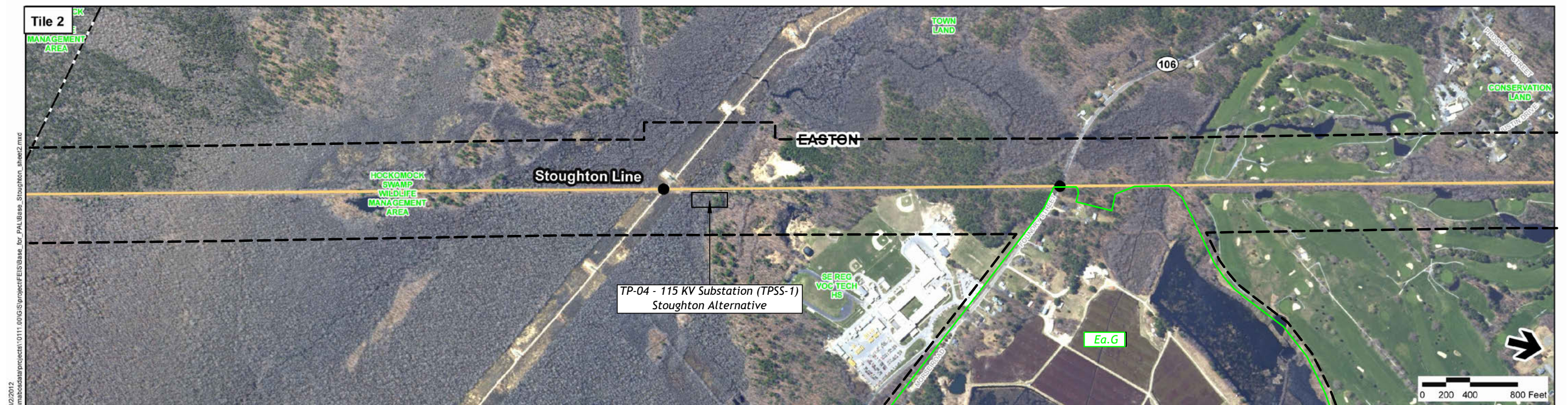
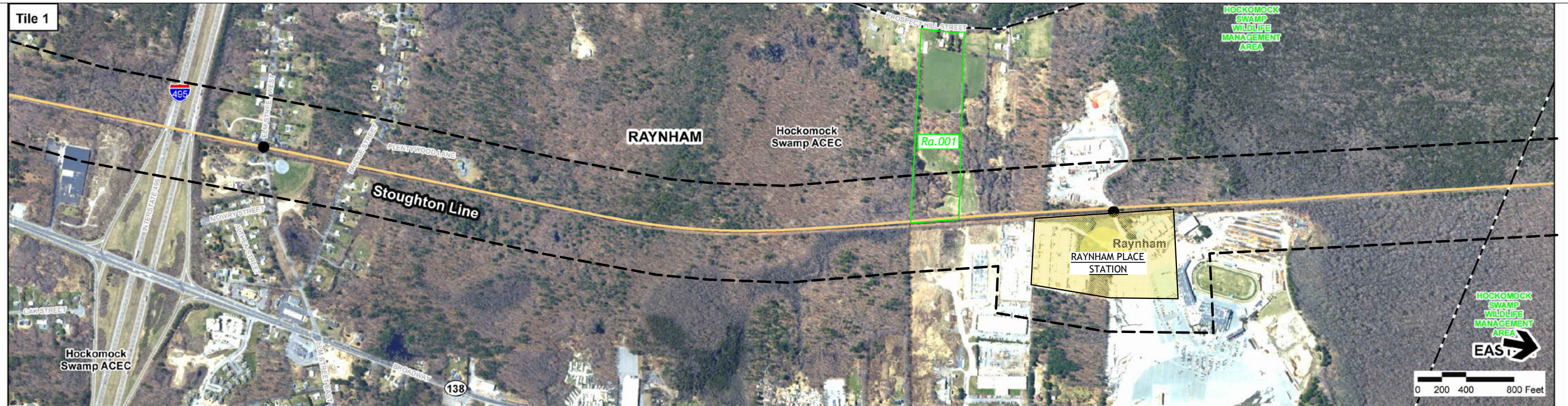
Moving Massachusetts Forward
massDOT

SOUTH COAST RAIL

**Weir Junction to Canton Junction
Stoughton Line**

PAL

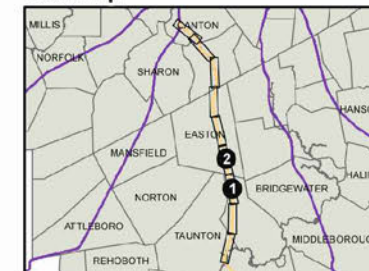
Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013



Legend

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Index Map



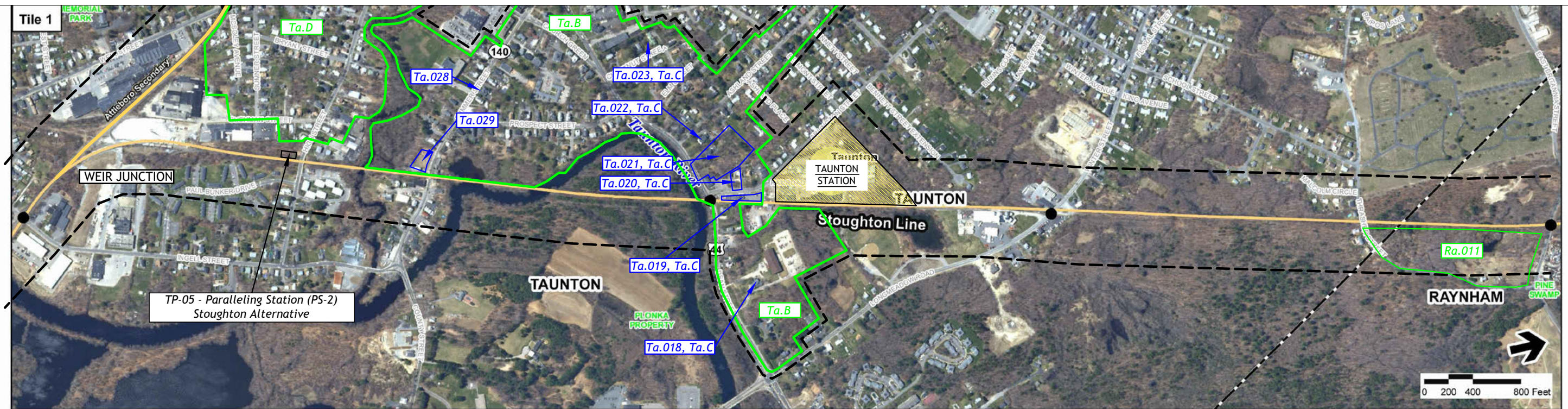
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SOUTH COAST RAIL

**Weir Junction to Canton Junction
Stoughton Line**

PAL

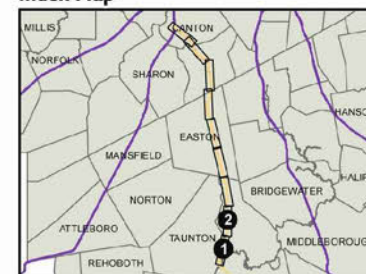
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Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013



Legend

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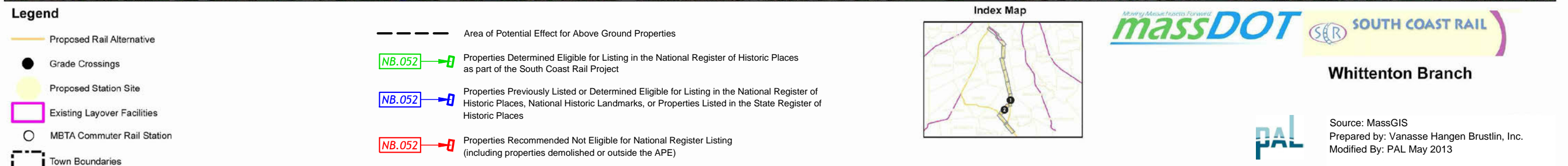
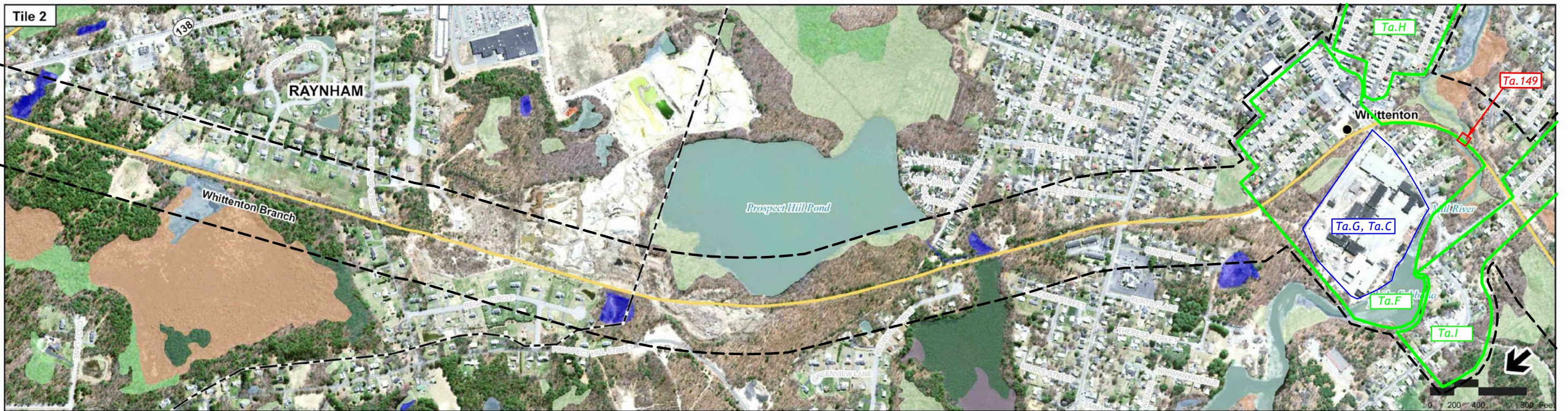
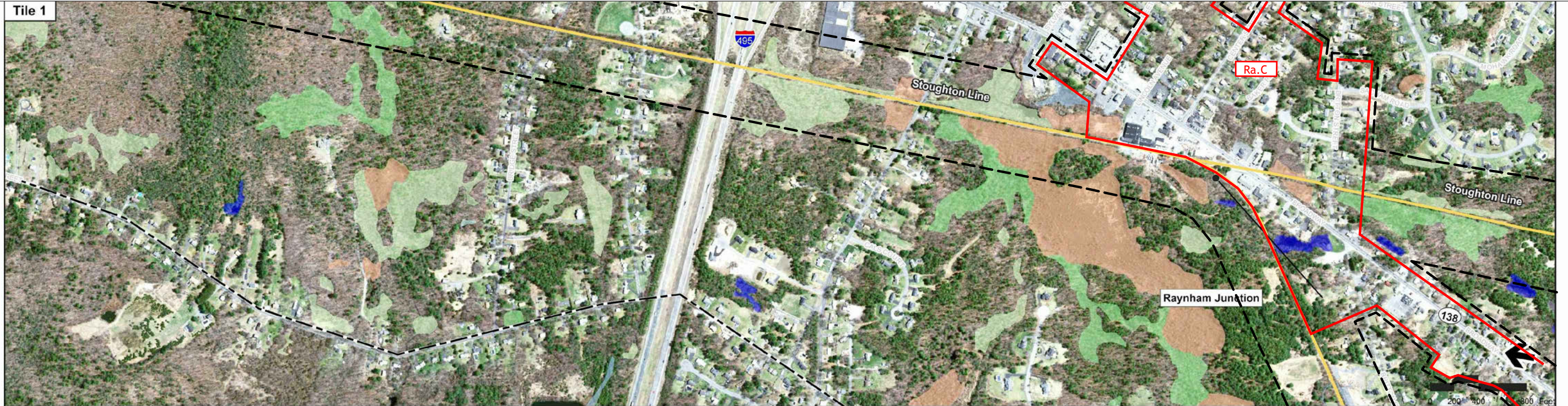
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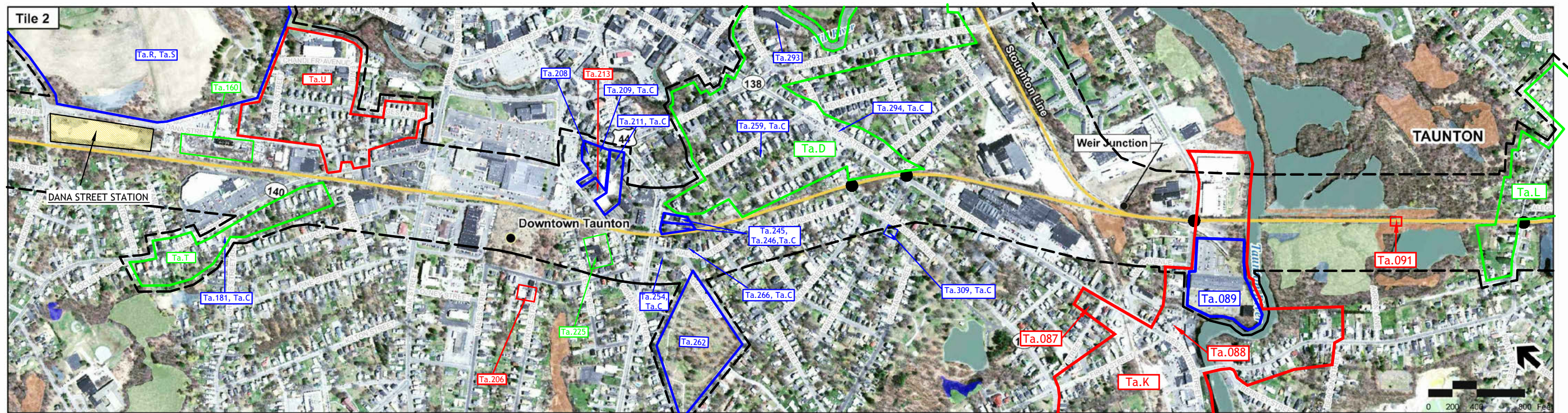


Weir Junction to Canton Junction Stoughton Line



Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013





Legend

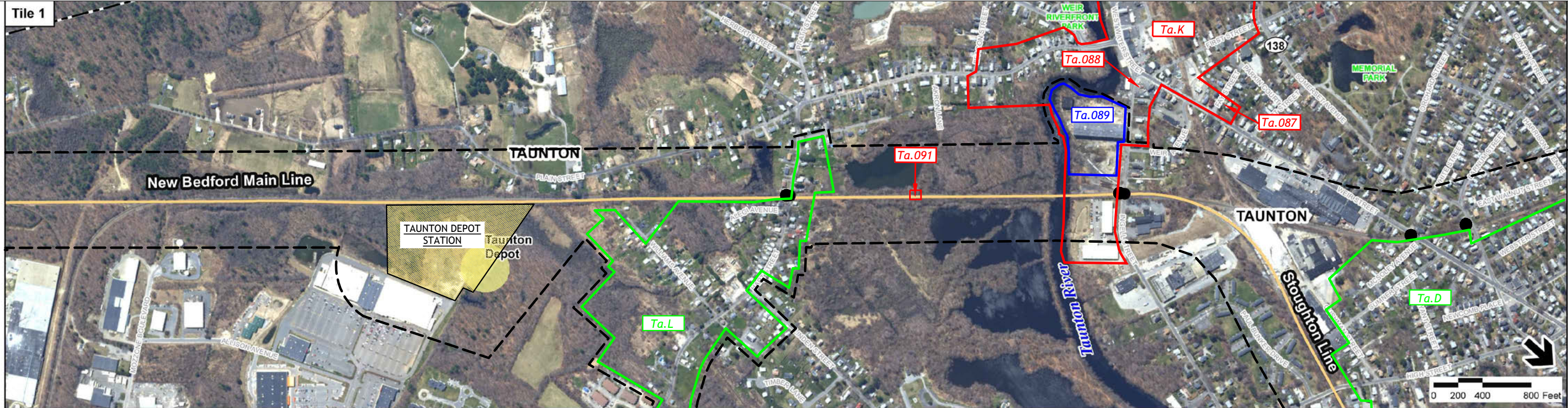
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massDOT **SOUTH COAST RAIL**

Whittenton Branch

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013



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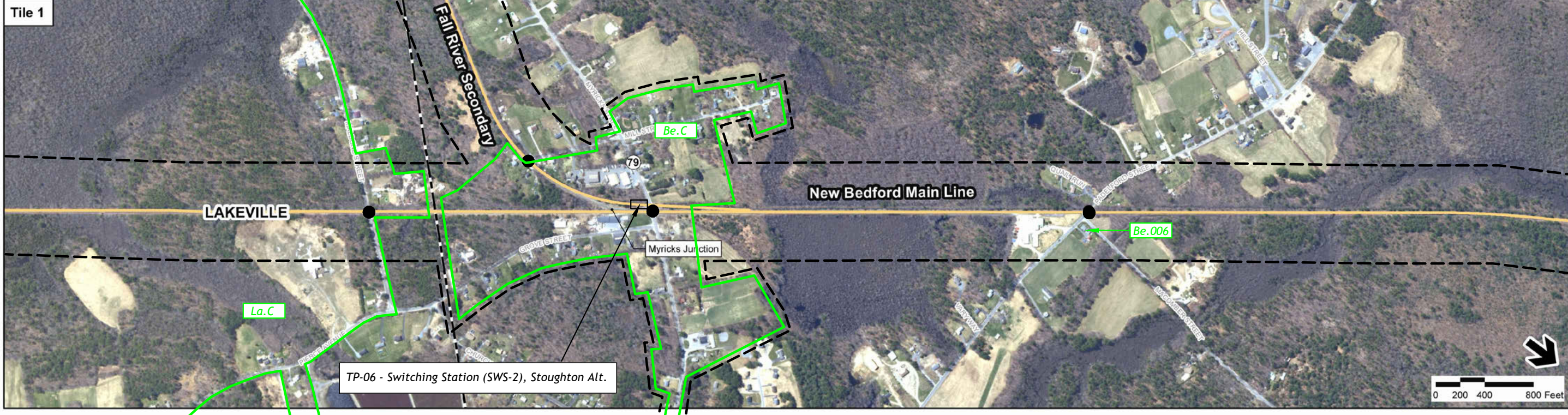
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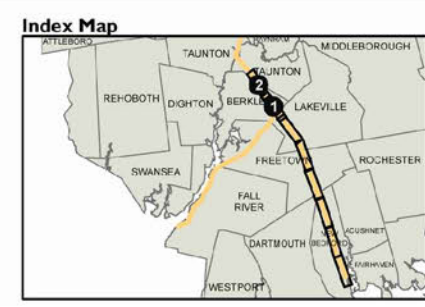
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Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013



- Legend**
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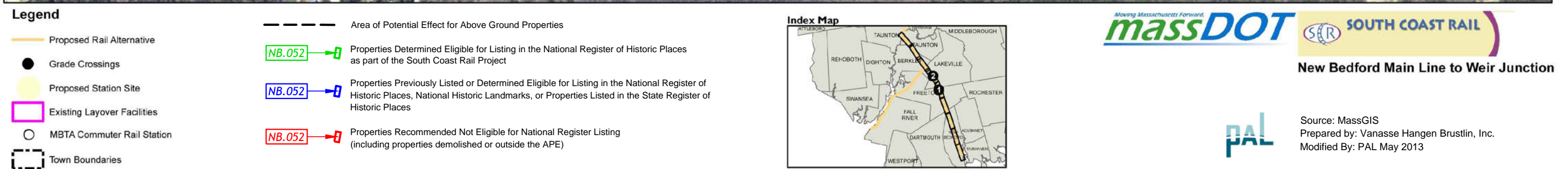


massDOT **SOUTH COAST RAIL**

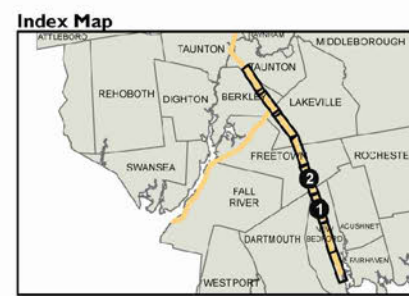
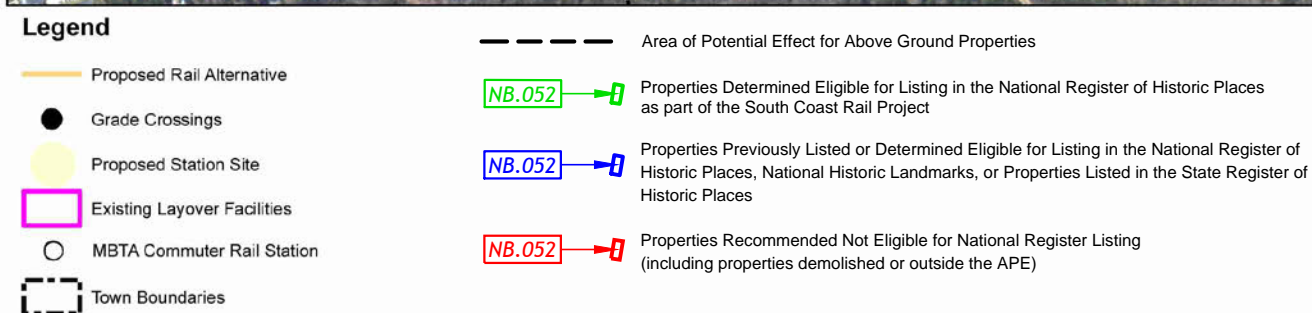
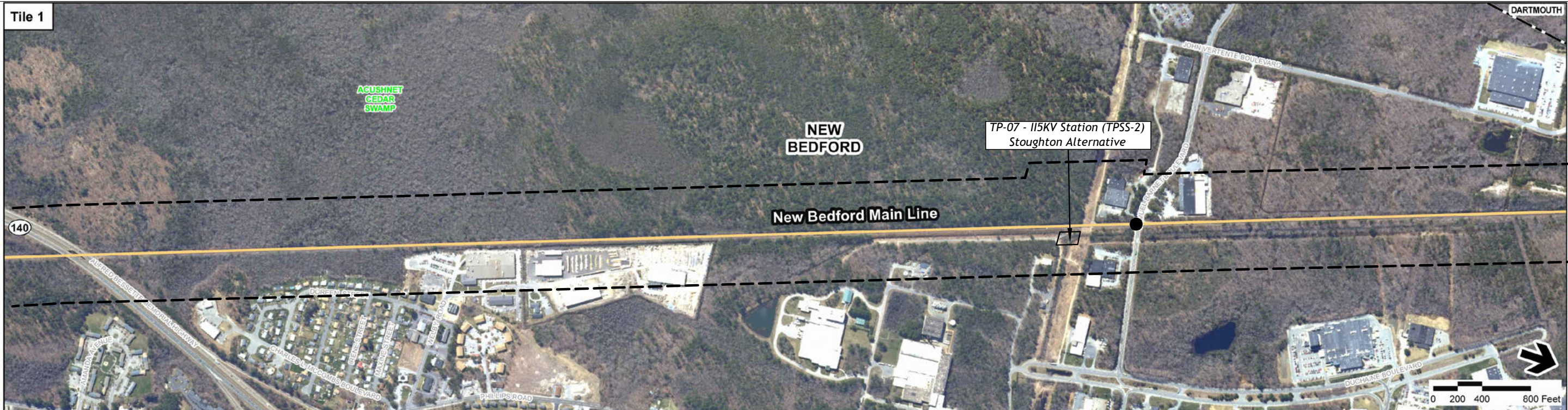
New Bedford Main Line to Weir Junction

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013

PAL



Appendix C-10. Historic Intensive Survey.



Moving Massachusetts Forward.

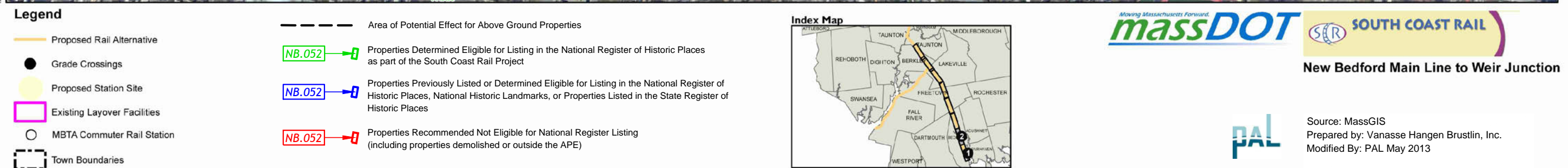
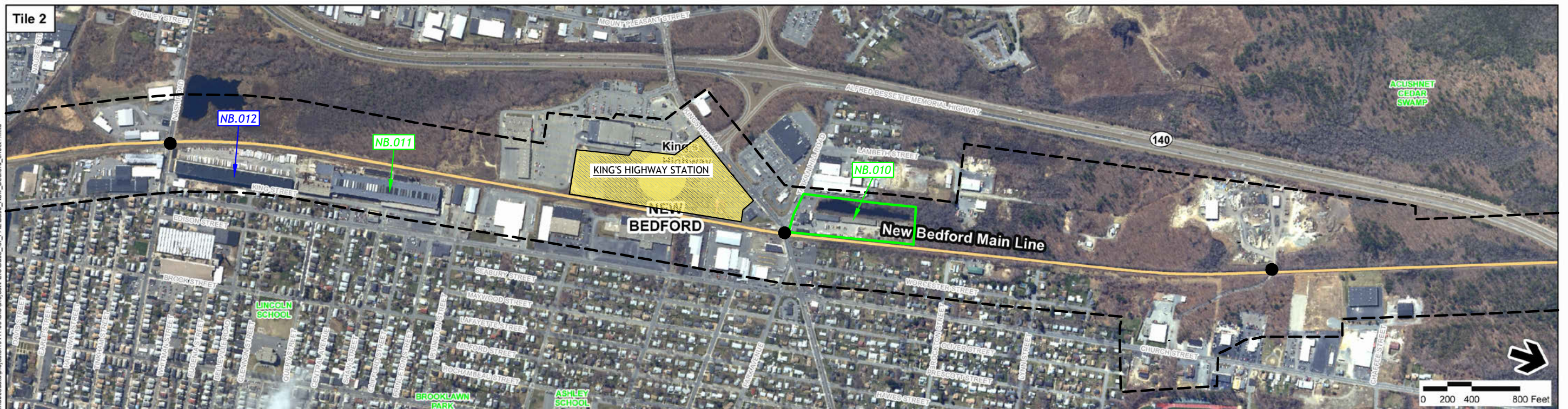
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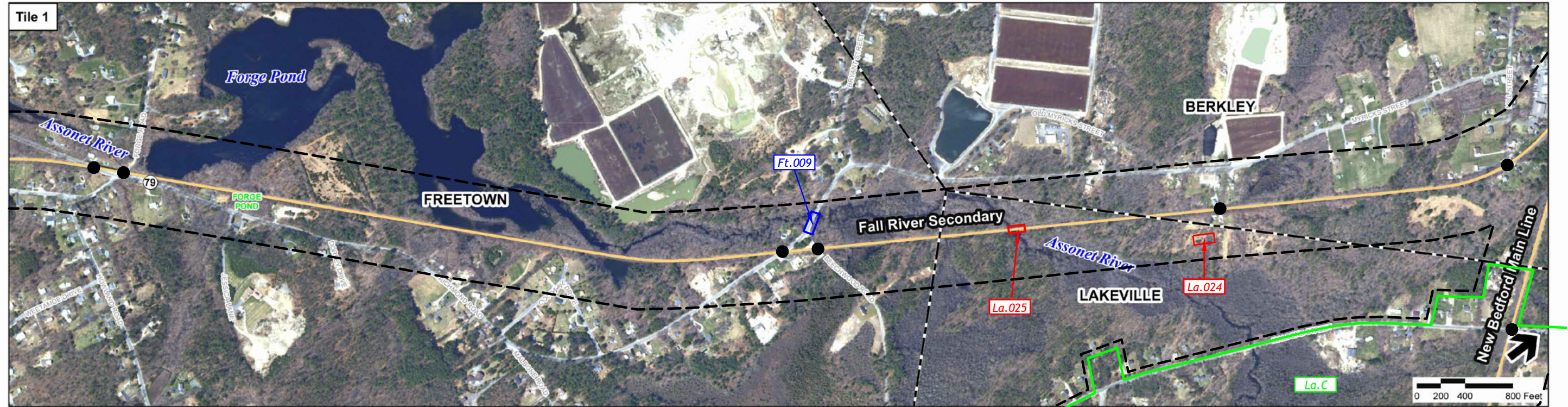
SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013

PAL





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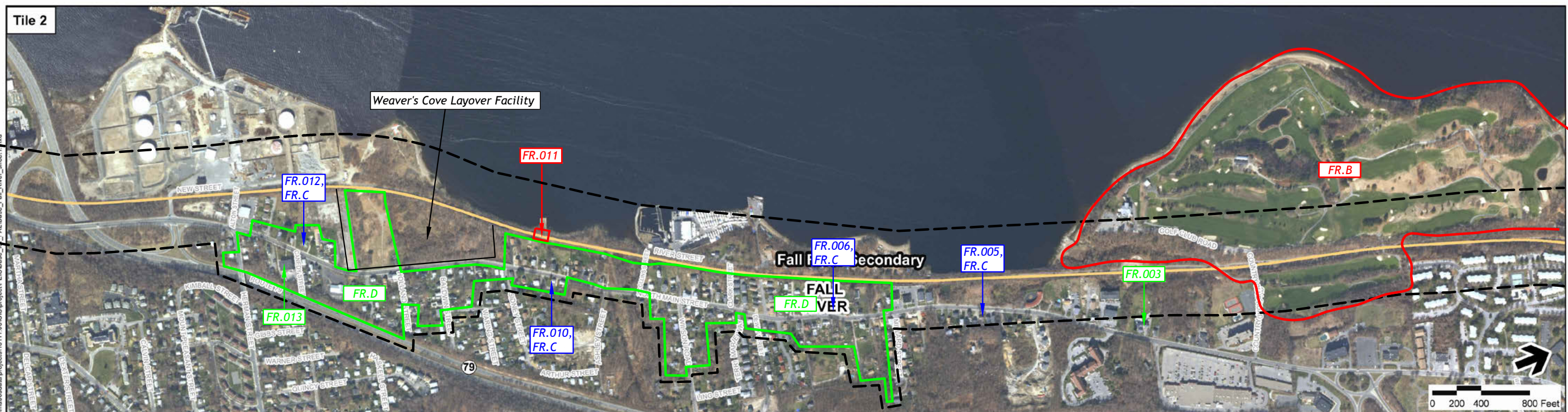
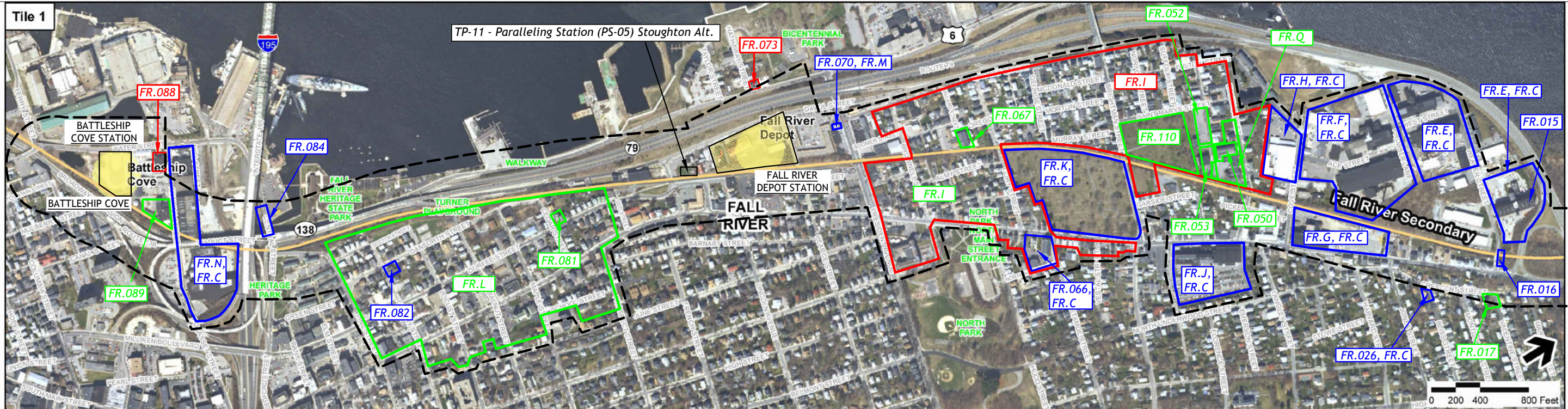
Index Map



Moving Massachusetts Forward
massDOT **SOUTH COAST RAIL**
Fall River Secondary to Myricks Junction

PAL

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013



Legend

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Moving Massachusetts Forward.
massDOT

SOUTH COAST RAIL

Fall River Secondary to Myricks Junction

PAL

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013

APPENDIX E
Addendum

Historic Properties Surveyed and Eligible, Forms and Evaluation Sheets

Revised and Updated, May 2013

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Fall River

Place (*neighborhood or village*):

Name of Area: Wellington-Brownell Street Area

Present Use: Residential, Ecclesiastical, Commercial, and Institutional

Construction Dates or Period: Late-19th to Early 20th C.

Overall Condition: Good

Major Intrusions and Alterations: Late-20th C. building infill.

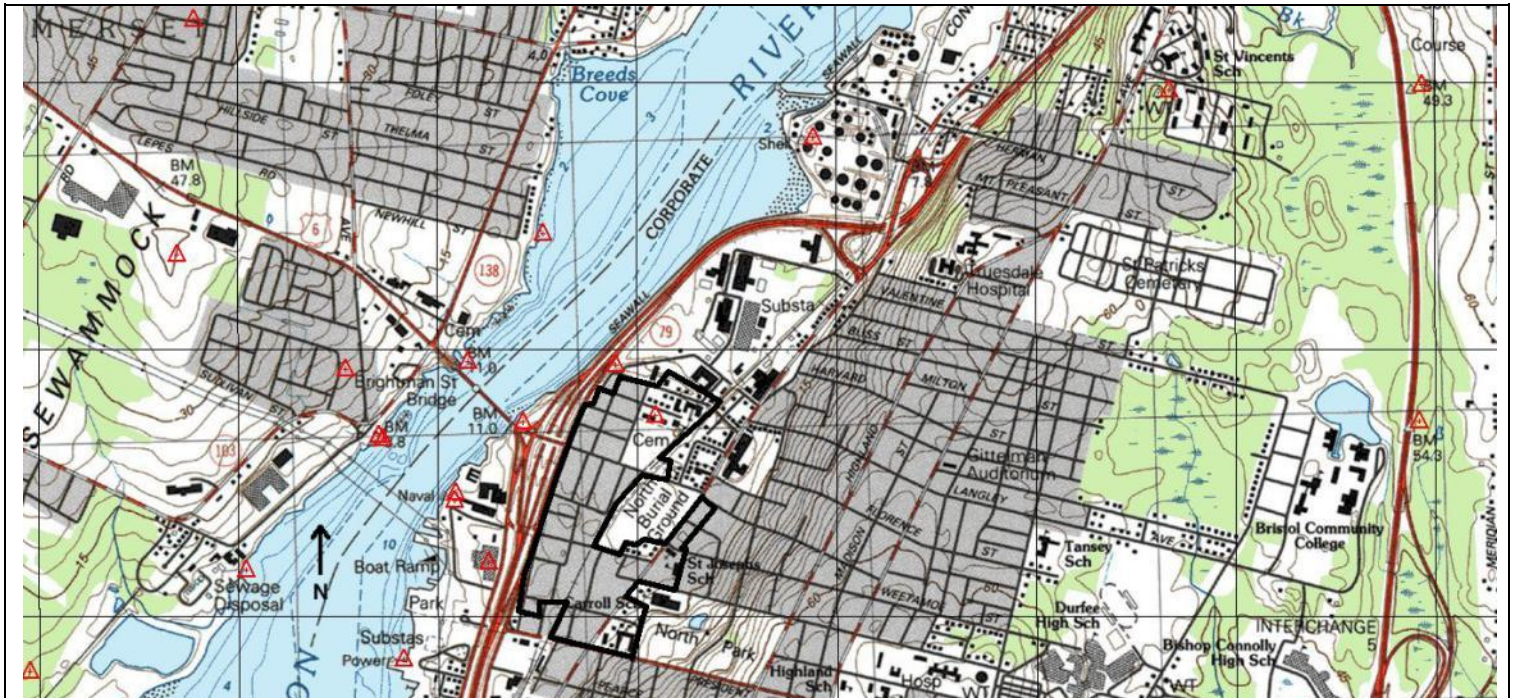
Acreage: Approx. 85

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012
Revised, April 2013

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See Data Sheet

- ☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Wellington-Brownell Street Area is an approximately 85-acre, half-mile-long asymmetrical residential district generally bound by North Main Street to the east, Essex Street to the north, Lindsey Street to the west, and President Avenue to the south. The area is set in a high-traffic, highly-dense, urban area, along the western bank of the Taunton River. The area is bisected by the Fall River Secondary Railroad right-of-way. The area includes the following north-to-south-running streets (from east to west): North High (west side only), Rock (west side only), North Main (portions), Wiley, Almy, Thompson, Murray, St. Mary, Morton, Oregon, North Court, Fulton, McDonald, and Lindsey (east side only). It also includes the following east-to-west-running streets (from north to south): Essex, Wellington (portions), Suffolk (portions), Norfolk (portions), Brightman (portions), Weetamoe (portions), George, Cory, Ballard, Hood (portions), Railroad, Brownell (portions), and President Avenue (portions). The district contains approximately 335 properties dating from the late nineteenth to early twentieth century. Multi-family dwellings are a common building form in the area and architectural styles include the Italianate, Second Empire, Bungalow, Colonial Revival and Shingle. Some buildings have been altered with synthetic siding and replacement windows, but the overall area retains its architectural integrity and setting. One property, Saint Matheiu's Church (FLR.440), is listed on the National Register of Historic Places as part of the Fall River Multiple Property Area (Frontiero 1983).

HISTORICAL NARRATIVE

Early development within the Wellington-Brownell Street Area concentrated along North Main Street (ca. 1700-1725), one of the first major thoroughfares in the city of Fall River. The street grid south of Essex Street was laid out by 1850 and became denser after the development of several neighboring textile mills in the late nineteenth and early twentieth century. The area, formerly known as Mechanicsville, increased in development during the 1870s, in tandem with the opening of nearby textile mills located outside of the area, such as the Mechanics Mills, Sagamore Mills, Border City Mill, and the Foster Spinning Company.

As Fall River's textile industry evolved during the mid- to late-nineteenth century, multi-family houses were erected throughout the city to accommodate the increase in industry. These properties were typically constructed in the Italianate and French Second Empire styles. In the Wellington-Brownell Street Area, although it is likely many examples of these properties originally bore characteristics of these styles, only a few have remained intact, including the three-story, French Second Empire style, mansard-roofed residences at 1297 North Main Street and St. Michael's Rectory along Essex Street and the Italianate style duplexes at 117 Fulton Street. Many triple-decker buildings are located throughout the district. These properties, with examples such as the strip of multi-family residences along Cory Street (# 255, 245, 239, and 229), do not presently bear any particular style of architecture.

The northern portion of the Wellington-Brownell Street Area, north of Brightman Street around the North End Roman Catholic Area, developed primarily between 1890 and 1910. Previously, this section contained a single estate, the Leonard Brightman Estate, and the Saint John's Roman Catholic Cemetery established in 1850. Saint John's Cemetery is the second Catholic Cemetery founded in Fall River; Saint Mary's Cemetery, located on Amity Street, is the first. By 1895 approximately 50 percent of the lots between Brightman and Essex streets were built up, and by 1905 almost all the lots were developed, several with multiple residences per parcel. The majority of the structures accommodated two or more families in the form of tenements or triple-deckers.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See Data Sheet
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French and Portuguese immigrants, intermingled along Wellington, Suffolk, Norfolk, and Fulton streets dominated the population. The residents were primarily employed as laborers and in the local textile industry. The neighborhood small businesses, such as grocers and bakeries, generally concentrated closer to Brightman Street. The most substantial buildings in the area were Saint Matthew's Roman Catholic Church (MHC No. FLR.440) built in 1893 at the corner of Saint Mary's and Wellington streets and Saint Michael's Roman Catholic Church built in 1896 on Essex Street just north of Saint Matthew's. Saint Matthew's was constructed to serve the local French population, while Saint Michael's served the Portuguese residents of the neighborhood. Saint Matthew's church was demolished in 1990, but Saint Matthew's Convent and Parochial School buildings remain and have been converted into residences. Saint Michael's Church, accompanied by a Rectory and Parochial School, remains active. Prior to the expansion of St. Michael's Church Complex in the mid-twentieth century, they used the buildings at 158 Wellington Street and 277 Brightman Street to house the Sunday School and Hall in the early twentieth century. St. Michael's also purchased the former Fulton Street School at the corner of Fulton and Wellington streets, not extant, for its first Parochial School.

The Wellington-Brownell Area, south of Brightman Street contained multiple additional religious properties scattered within the residential neighborhood. These properties include Saint Joseph's Roman Catholic Church (MHC No. FLR.240) and its associated Rectory and School at the corner of North Main and Weetamoe streets; the former Brownell Street Baptist Chapel constructed in 1871 at 290 Brownell Street, now a residence; and the Friends' Burial Ground at the west terminus of Hood Street, currently owned by the Swansea Monthly Meeting Society. This small burial ground was established ca. 1880, but the east half of the property was lost to the development of multi-family residences on Hood Street over the existing burials between 1890 and 1910.

Due to significant non-historic modifications including the introduction of synthetic materials and additions, the Wellington-Brownell Street Area does not retain sufficient integrity to be eligible for listing in the National Register of Historic Places.

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Massachusetts Historical Commission (MHC)

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INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL

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Sanborn Map Company

1893 *Bristol County, Fall River, Massachusetts Insurance Maps.* Sanborn Map Company, New York, NY.

1905 *Bristol County, Fall River, Massachusetts Insurance Maps.* Sanborn Map Company, New York, NY.

1933 *Bristol County, Fall River, Massachusetts Insurance Maps.* Sanborn Map Company, New York, NY.

1933- *Bristol County, Fall River, Massachusetts Insurance Maps.* Sanborn Map Company, New York, NY.
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Walker, George H. & Co.

1883 *Atlas of Fall River, Massachusetts.* George H. Walker & Co., Boston, MA.

Walling, Henry F.

1852 *Bristol County, Massachusetts.* C. & A. Taber, Boston, MA.

1858 *Bristol County, Massachusetts.* John L. Smith & Co., Boston, MA.

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Brady, Jonathan House	15 Almy Street	ca. 1850	Greek Revival		C
	Kelly, C.L. House	28 Almy Street	ca. 1860	Vernacular		C
	Multi-family Residence	31 Almy Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Residence	37 Almy Street	ca. 1910	Colonial Revival		C
	Multi-family Residence	43 Almy Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Baylies, William House	48 Almy Street	ca. 1850	Greek Revival; altered		C
	Ferguson Tenement	53 Almy Street	ca. 1870	Vernacular		C
	Ferguson, Jonathan House	57 Almy Street	ca. 1870	Vernacular; altered		C
	Multi-family Residence	62 Almy Street	ca. 1890	Victorian Eclectic		C
	Residence	71 Almy Street	ca. 1870	Italianate		C
	Residence	74 Almy Street	ca 1890	Italianate		C
	Forest, J. House	81 Almy Street	ca. 1880	Vernacular		C
	Residence	88 Almy Street	ca. 1990	Vernacular		NC
	Bliffin House	93 Almy Street	ca. 1870	Italianate		C
	Green, T. House	96 Almy Street	ca. 1870	Italianate; altered		C
	Multi-family Residence	104 Almy Street	ca. 1910	Victorian Eclectic/ Triple Decker	24	C
	Multi-family Residence	105 Almy Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	110 Almy Street	ca. 1910	Victorian Eclectic/ Triple Decker	24	C
	Residence	115 Almy Street	2007	Vernacular		NC
	Multi-family Residence	120 Almy Street	ca. 1910	Victorian Eclectic/ Triple Decker	24	C
	Multi-family Residence	121 Almy Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Garage	132 Almy Street	ca. 1920	Vernacular		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	92 Ballard Street	ca. 1900	Victorian Eclectic/ Triple Decker	25	C
	Residence	95 Ballard Street	ca. 1880	Second Empire		C
	Multi-family Residence	101 Ballard Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Residence	102 Ballard Street	ca. 1890	Italianate; altered	25	C
	Residence	103 Ballard Street	ca. 1900	Vernacular		C
	Altham, T. Tenement	105 Ballard Street	ca. 1870	Italianate; altered		C
	Multi-family Residence	114 Ballard Street	ca. 1910	Victorian Eclectic/ Triple Decker	25	C
	Residence	114R Ballard Street	ca. 1910	Queen Anne	25	C
	Residence	48 Boomer Street	ca. 1910	Second Empire		C
	St. John's Cemetery	Brightman Street	ca. 1850	N/A	8	C
	Oak Tree Burial Ground	Brightman Street	ca. 1850	N/A	15	C
	Multi-family Residence	138 Brightman Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Commercial Building	139 Brightman Street	ca. 1920	Vernacular; altered		C
FLR.47	Multi-family Residence	142 Brightman Street	ca. 1895	Queen Anne/ Triple Decker		C
	Commercial Building	152 Brightman Street	ca. 1890	Italianate		C
	Multi-family Residence	147 Brightman Street	ca. 1890	Italianate		C
	Multi-family Residence	154 Brightman Street	ca. 1900	Victorian Eclectic; altered/ Triple Decker		C
	Wagon Shed	157 Brightman Street	ca. 1890	vernacular; highly altered		C
	Multi-family Residence	177 Brightman Street	ca. 1910	Victorian Eclectic; altered/ Triple Decker		C
	Residential-Commercial Building	187 Brightman Street	ca. 1910	Queen Anne; altered/ Triple Decker		C
	Multi-family Residence	190 Brightman Street	ca. 1890	Vernacular		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residential-Commercial Building	198 Brightman Street	ca. 1890	Victorian Eclectic; altered/ Triple Decker		C
	Multi-family Residence	209 Brightman Street	ca. 1890	Vernacular	17	C
FLR.48	Multi-family Residence	212 Brightman Street	ca. 1895	Queen Anne/ Triple Decker		C
	Residence	219 Brightman Street	ca. 1880	Vernacular		C
	Residence	223 Brightman Street	ca. 1880	Vernacular; altered		C
FLR.49	North Variety Store – Residence	226 Brightman Street	ca. 1870	Italianate; altered		C
	Multi-family Residence	227 Brightman Street	ca. 1900	Victorian Eclectic		C
	Clark House	229 Brightman Street	ca. 1880	Vernacular		C
	Commercial Building	235 Brightman Street	ca. 1900	Vernacular; altered		C
	Multi-family Residence	269 Brightman Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Saint Michael's Hall	277 Brightman Street	ca. 1910	Vernacular; highly altered		C
	Multi-family Residence	168 Brownell Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Watt, W.J. Apartments	169 Brownell Street	ca. 1880	Vernacular		C
	Multi-family Residence	184 Brownell Street	ca. 1890	Italianate		C
	Watt, W.J. Apartments	185 Brownell Street	ca. 1880	Vernacular		C
	Multi-family Residence	195 Brownell Street	ca. 1900	Queen Anne	26	C
	Condominiums	196 Brownell Street	2012	Colonial Revival		NC
	Multi-family Residence	230 Brownell Street	ca. 1880	Vernacular		C
	Multi-family Residence	244 Brownell Street	ca. 1900	Vernacular		C
	Residence	266 Brownell Street	ca. 2005	Colonial Revival		NC
	Residence	278 Brownell Street	ca. 2005	Colonial Revival		NC
	Ferguson House	285 Brownell Street	ca. 1880	Italianate		C
	Brownell Street First Baptist Church – Residence	290 Brownell Street	1871	Vernacular; highly altered		C
	Multi-family Residence	295 Brownell Street	ca. 1890	Queen Anne		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	304 Brownell Street	ca. 1910	Queen Anne		C
	Hodnet, P. House	317 Brownell Street	ca. 1880	Second Empire		C
	Tenement	322 Brownell Street	ca. 1880	Second Empire		C
	Multi-family Residence	327 Brownell Street	ca. 1900	Queen Anne/ Triple Decker		C
	Clyde, M. House	332 Brownell Street	ca. 1850	Greek Revival		C
	Ripley Apartments	3 Burns Street	ca. 1880	Vernacular		C
	Broadbent Apartments	4 Burns Street	ca. 1880	Vernacular		C
	Ripley Apartments	13 Burns Street	ca. 1880	Vernacular		C
	Travis House	26 Burns Street	ca. 1880	Vernacular		C
	Residence	8 Clinton Street	ca. 1930	Vernacular		C
	Mechanics Mill Company Tenement	84 Cory Street	ca. 1880	Queen Anne; altered		C
	Commercial Building	87 Cory Street	ca. 1930	Vernacular		C
	Mrs. Tierney Apartments	96 Cory Street	ca. 1880	Queen Anne/ Triple Decker		C
	Multi-family Residence	101 Cory Street	ca. 1900	Victorian Eclectic/ Triple Decker	22	C
	Mrs. Tierney House	106 Cory Street	ca. 1870	Vernacular; altered		C
	Residence	113 Cory Street	ca. 1900	Victorian Eclectic; altered	22	C
	Multi-family Residence	116 Cory Street	ca. 1890	Queen Anne/ Triple Decker		C
	Multi-family Residence	123 Cory Street	ca. 1910	Victorian Eclectic/ Triple Decker	22	C
	Multi-family Residence	150 Cory Street	ca. 1910	Victorian Eclectic; altered		C
	Multi-family Residence	174 Cory Street	ca. 1900	Victorian Eclectic		C
	Residence	180 Cory Street	ca. 1990	Vernacular		NC
	Residence	184 Cory Street	ca. 1960	Vernacular		NC
	Residence	192 Cory Street	ca. 1980	Vernacular		NC
	Multi-family Residence	229 Cory Street	ca. 1910	Queen Anne/ Triple Decker		C
	Residence	239 Cory Street	ca. 1910	Vernacular		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	245 Cory Street	ca. 1910	Queen Anne/ Triple Decker		C
	Multi-family Residence	251 Cory Street	ca. 1910	Queen Anne/ Triple Decker		C
	Multi-family Residence	255 Cory Street	ca. 1910	Queen Anne/ Triple Decker	1	C
	Multi-family Residence	268 Cory Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	276 Cory Street	ca. 1890	Italianate		C
	Multi-family Residence	287 Cory Street	ca. 1890	Victorian Eclectic; altered		C
	Higney House	290 Cory Street	ca. 1880	Italianate		C
	Multi-family Residence	295 Cory Street	ca. 1890	Italianate		C
	Multi-family Residence	302 Cory Street	ca. 1890	Victorian Eclectic/ Triple Decker		C
	Stebbins, E. House	305 Cory Street	ca. 1880	Vernacular		C
	Multi-family Residence	314 Cory Street	ca. 1890	Second Empire		C
	Residence	157 Essex Street	ca. 1920	Vernacular		C
	Multi-family Residence	164 Essex Street	ca. 1910	Vernacular		C
	Multi-family Residence	200 Essex Street	ca. 1910	Victorian Eclectic/ Triple Decker	9	C
	Saint Michael's Roman Catholic Church	207 Essex Street	1896; 1921-1922	Neo-Gothic Revival		C
	Saint Michael's Rectory	207 Essex Street	1902	Second Empire	6	C
	Saint Michael's Parochial School	207 Essex Street	1957	Vernacular		C
	Multi-family Residence	216 Essex Street	ca. 1910	Victorian Eclectic/ Triple Decker	9	C
	Multi-family Residence	242 Essex Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Residence	9 Fulton Street	ca. 2005	Colonial Revival/Duplex		NC
	Residence	27 Fulton Street	ca. 1890	Vernacular		C
	Multi-family Residence	40 Fulton Street	ca. 1910	Victorian Eclectic		C
	Multi-family Residence	51 Fulton Street	ca. 1900	Queen Anne; altered		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	56 Fulton Street	ca. 1890	Italianate		C
	Multi-family Residence	69 Fulton Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	74 Fulton Street	ca. 1890	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	77 Fulton Street	ca. 1890	Vernacular		C
	Multi-family Residence	86 Fulton Street	ca. 1890	Vernacular		C
	Multi-family Residence	100 Fulton Street	ca. 1910	Colonial Revival; altered	2	C
	Multi-family Residence	116 Fulton Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	117 Fulton Street	ca. 1890	Italianate	5, 11	C
	Multi-family Residence	129 Fulton Street	ca. 1890	Italianate	5, 11	C
	Commercial Building	138 Fulton Street	ca. 1890	Vernacular; altered		C
	Residence	163 Fulton Street	ca. 1890	Victorian Eclectic		C
	Residence	183 Fulton Street	ca. 1920	Vernacular/ Bungalow		C
	Mechanics Mill Company Tenement	117 George Street	ca. 1880	Victorian Eclectic; highly altered		C
	Mechanics Mill Company Tenement	131 George Street	ca. 1880	Victorian Eclectic; highly altered		C
	Mechanics Mill Company Tenement	149 George Street	ca. 1880	Vernacular; altered		C
	Higney House	152 George Street	ca. 1880	Vernacular		C
FLR.121	Corbett House	164 George Street	ca. 1880	Italianate; highly altered		C
	Travis Barn	183 George Street	ca. 1880	Vernacular		C
	Residence	196 George Street	ca. 1920	Vernacular		C
	Residence	204 George Street	ca. 1920	Vernacular		C
FLR.122	Residence	205 George Street	ca. 1890	Italianate	20	C
FLR.123	Tenement	210 George Street	ca. 1885	Italianate		C
FLR.124	Cory, J.B. Tenement	215 George Street	ca. 1875	Italianate; altered	20	C
	Friends' Burial Ground	Hood Street	ca. 1800	N/A		C
	Multi-family Residence	21 Hood Street	ca. 1900	Victorian Eclectic/ Triple Decker		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	27 Hood Street	ca. 190	Victorian Eclectic		C
	Multi-family Residence	34 Hood Street	ca. 1890	Victorian Eclectic; altered		C
	Multi-family Residence	35 Hood Street	ca. 1910	Victorian Eclectic		C
	Multi-family Residence	38 Hood Street	ca. 1900	Victorian Eclectic		C
	Wiley, R. House	47 Lindsey Street	ca. 1860	Greek Revival; altered		C
	Commercial Building	101 Lindsey Street	ca. 1930	Vernacular		C
	Residence	127 Lindsey Street	ca. 1890	Italianate; altered		C
	Residence	145 Lindsey Street	ca. 1950	Vernacular/ Ranch		NC
	Residence	161 Lindsey Street	ca. 1980	Vernacular/ Ranch		NC
	Commercial Building	177 Lindsey Street	ca. 1930	Vernacular; altered		C
	Multi-family Residence	183 Lindsey Street	ca. 1900	Victorian Eclectic		C
	Residence	197 Lindsey Street	ca. 1900	Vernacular; altered		C
	Sullivan Building	205 Lindsey Street	ca. 1880	Victorian Eclectic; altered		C
	Mechanics Mill Company Tenement	243 Lindsey Street	ca. 1870	Vernacular		C
	Residence	253 Lindsey Street	ca. 1920	Vernacular		C
FLR.193	Mechanics Mill Company Tenement	261 Lindsey Street	ca. 1875	Vernacular; altered		C
	Mechanics Mill Company Tenement	279 Lindsey Street	ca. 1870	Vernacular; altered		C
	Mechanics Mill Company Tenement	297 Lindsey Street	ca. 1870	Vernacular; highly altered	21	C
	Commercial Building	317 Lindsey Street	ca. 1975	Vernacular	21	C
	Baldwin, George Tenement	337 Lindsey Street	ca. 1870	Italianate; altered		C
	Residence	343 Lindsey Street	ca. 1890	Vernacular		C
	Residence	351 Lindsey Street	ca. 1890	Vernacular		C
	Multi-family Residence	361 Lindsey Street	ca. 1890	Second Empire; altered		C
	Multi-family Residence	365 Lindsey Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	379 Lindsey Street	ca. 1890	Victorian Eclectic	18	C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	391 Lindsey Street	ca. 1890	Victorian Eclectic; altered	18	C
	Multi-family Residence	399 Lindsey Street	ca. 1890	Vernacular	18	C
	Residence	409 Lindsey Street	ca. 1890	Vernacular	18	C
	Multi-family Residence	437 Lindsey Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	451 Lindsey Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	471 Lindsey Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	489 Lindsey Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Tenement	499 Lindsey Street	ca. 1890	Vernacular		C
	Multi-family Residence	521 Lindsey Street	ca. 1910	Queen Anne/ Triple Decker		C
	Multi-family Residence	19 Malvey Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	30 Malvey Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	33 Malvey Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	34 Malvey Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	44 Malvey Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	47 Malvey Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Residence	27 McDonald Street	ca. 1890	Vernacular/ altered		C
	Multi-family Residence	27B McDonald Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Residence	28 McDonald Street	ca. 1890	Vernacular		C
	Multi-family Residence	33 McDonald Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	38 McDonald Street	ca. 2005	Colonial Revival		NC
	Multi-family Residence	46 McDonald Street	ca. 1900	Queen Anne	19	C
	Commercial Garage	54 McDonald Street	ca. 1920	Italianate	19	C
	Multi-family Residence	55 McDonald Street	2007	Vernacular		NC
	Residence	66 McDonald Street	ca. 1880	Vernacular; altered	19	C
	Residence	83 McDonald Street	ca. 1890	Vernacular		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	86 McDonald Street	ca. 1900	Queen Anne; altered		C
	Multi-family Residence	89 McDonald Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	1 Morton Street	ca. 1900	Victorian Eclectic		C
	Residence	9 Morton Street	ca. 1880	Vernacular		C
FLR.223	Multi-family Residence	19 Morton Street	ca. 1875	Italianate		C
	Reed & Davenport Tenement	33 Morton Street	ca. 1880	Vernacular		C
	Multi-family Residence	34 Morton Street	ca. 1900	Victorian Eclectic; altered		C
	Ferguson House	43 Morton Street	ca. 1880	Victorian Eclectic; altered		C
	Multi-family Residence	44 Morton Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	53 Morton Street	ca. 1890	Vernacular		C
	Residence	54 Morton Street	ca. 1890	Vernacular		C
	Powers Tenement	62 Morton Street	ca. 1880	Vernacular	4	C
	Multi-family Residence	63 Morton Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	74 Morton Street	ca. 1890	Vernacular	4	C
	Multi-family Residence	77 Morton Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	81 Morton Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	86 Morton Street	ca. 1890	Vernacular	4	C
	Multi-family Residence	16 Murray Street	ca. 1890	Vernacular		C
FLR.225	Multi-family Residence	20 Murray Street	ca. 1890	Victorian Eclectic		C
FLR.226	Multi-family Residence	35 Murray Street	ca. 1885	Vernacular		C
	Multi-family Residence	46 Murray Street	ca. 1890	Victorian Eclectic/ Triple Decker		C
	Residence	48 Murray Street	ca. 1890	Vernacular		C
	Multi-family Residence	49 Murray Street	ca. 1900	Vernacular		C
	Multi-family Residence	60R Murray Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
FLR.227	Residence	60 Murray Street	ca. 1890	Vernacular; altered		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
FLR.228	Residence	79 Murray Street	ca. 1915	Colonial Revival; Shingle Style		C
	Multi-family Residence	89 Murray Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	90 Murray Street	ca. 1900	Victorian Eclectic/ Triple Decker	16	C
	Multi-family Residence	99 Murray Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Bakery – Residential Building	15 Norfolk Street	ca. 1890	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	22 Norfolk Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Residence	23 Norfolk Street	ca. 1890	Vernacular		C
	Multi-family Residence	53 Norfolk Street	ca. 1890	Victorian Eclectic		C
	Residence	60 Norfolk Street	ca. 190	Victorian Eclectic	13	C
	Multi-family Residence	67 Norfolk Street	ca. 1890	Victorian Eclectic; altered		C
	Residence	68 Norfolk Street	ca. 1890	Victorian Eclectic	13	C
	Multi-family Residence	73 Norfolk Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	83 Norfolk Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	90 Norfolk Street	ca. 1890	Vernacular	13	C
	Multi-family Residence	90A Norfolk Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	90B Norfolk Street	ca. 1900	Vernacular		C
	Residence	91 Norfolk Street	ca. 1900	Vernacular		C
	Multi-family Residence	11 North Court Street	ca. 1900	Colonial Revival		C
	Devine, T. Tenement	19 North Court Street	ca. 1890	Vernacular		C
	Devine, T. Tenement	21 North Court Street	ca. 1880	Italianate; altered		C
	Devine, T. Tenement	25 North Court Street	ca. 1880	Vernacular		C
	Devine, T. Tenement	27 North Court Street	ca. 1880	Vernacular		C
	Devine, T. Tenement	33 North Court Street	ca. 1880	Vernacular		C
	Multi-family Residence	35 North Court Street	ca. 1890	Victorian Eclectic; altered/ Triple Decker		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	36 North Court Street	ca. 1890	Vernacular		C
	Tenement	42 North Court Street	ca. 1880	Vernacular		C
	Tenement	45 North Court Street	ca. 1880	Vernacular		C
	Riley, T. Tenement	58 North Court Street	ca. 1880	Vernacular		C
	Commercial Building	63 North Court Street	ca. 1950	Vernacular		C
	Condominium	70 North Court Street	ca. 1980	Colonial Revival		NC
	Commercial Building	81 North Court Street	ca. 1930	Vernacular; altered		C
	Commercial Gas Station	1101 North Main Street	ca. 1960	Vernacular		NC
	Residence	1110 North Main Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	1114 North Main Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	1116 North Main Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	1120 North Main Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	1128 North Main Street	ca. 1890	Vernacular		C
	Philanthropic Burial Society Building	1138 North Main Street	ca. 1880	Italianate; altered		C
	Residential – Commercial Building	1150 North Main Street	1905	Victorian Eclectic		C
	Jenny, Charles House	1166 North Main Street	ca. 1870	Italianate; altered	28	C
	Residential – Commercial Building	1174 North Main Street	ca. 1890	Victorian Eclectic; altered	28	C
	Multi-family Residence	1190 North Main Street	ca. 1900	Victorian Eclectic	28	C
	Multi-family Residence	1198 North Main Street	ca. 1900	Victorian Eclectic	28	C
	Multi-family Residence	1212 North Main Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	1222 North Main Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	1132 North Main Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	1240 North Main Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	1251 North Main Street	ca. 1900	Victorian Eclectic/ Triple Decker		C

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See Data Sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	1264 North Main Street	ca. 1890	Victorian Eclectic/ Triple Decker		
	Multi-family Residence	1264R North Main Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	1267 North Main Street	ca. 1900	Victorian Eclectic; altered/ Triple Decker	3	C
	Multi-family Residence	1274 North Main Street	ca. 1900	Vernacular; altered		C
	Multi-family Residence	1286 North Main Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	1287 North Main Street	ca. 1900	Victorian Eclectic	3	C
	Multi-family Residence	1297 North Main Street	ca. 1890	Victorian Eclectic	3	C
	Multi-family Residence	1298 North Main Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	1305 North Main Street	ca. 1900	Victorian Eclectic		C
	Commercial Building	1308 North Main Street	ca. 1930	Vernacular		C
	Hood, F. House	1319 North Main Street	ca. 11850	Italianate; altered		C
	Commercial Building	1320 North Main Street	ca. 1960	Vernacular		NC
	Multi-family Residence	1350 North Main Street	ca. 1900	Victorian Eclectic		C
FLR.240	Saint Joseph's Roman Catholic Church	1355 North Main Street	1880	High Victorian Gothic	7	NR
	Saint Joseph's Rectory	1355 North Main Street	ca. 1890	Second Empire		NR
	Saint Joseph's Parochial School	1355 North Main Street	ca. 1920	Neoclassical		NR
	Multi-family Residence	1379 North Main Street	ca. 1900	Second Empire	29	C
	Multi-family Residence	1383 North Main Street	ca. 1900	Second Empire	29	C
	Brown, W.R. House	1395 North Main Street	ca. 1880	Vernacular	29	C
	Residential – Commercial Building	1405 North Main Street	ca. 1900	Victorian Eclectic		C
	Residential – Commercial Building	1405R North Main Street	ca. 1900	Vernacular		C
	Multi-family Residence	1411 North Main Street	ca. 1890	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	1427 North Main Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Commercial Building	1447 North Main Street	ca. 1970	Vernacular		NC

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	See Data Sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	1461 North Main Street	ca. 1900	Vernacular		C
	Multi-family Residence	1465 North Main Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	1475 North Main Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	1483 North Main Street	ca. 1890	Victorian Eclectic		C
	Multi-family Residence	6 Oregon Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Westport Manufacturing Waste Department Building	7 Oregon Street	1918	Vernacular Industrial	23	C
	Multi-family Residence	21 Oregon Street	ca. 1910	Victorian Eclectic/ Triple Decker	23	C
	Residence	31 Oregon Street	ca. 1900	Vernacular; altered		C
	Multi-family Residence	32 Oregon Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	42 Oregon Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	45 Oregon Street	ca. 1910	Victorian Eclectic/ Triple Decker	23	C
	Garage	45R Oregon Street	ca. 1910	Vernacular		C
	Multi-family Residence	68 Oregon Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
FLR.296	Multi-family Residence	79 Oregon Street	ca. 1890	Vernacular		C
	Multi-family Residence	91 Oregon Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
FLR.297	Mechanics Mill Company Tenement	98 Oregon Street	ca. 1880	Vernacular		C
	Multi-family Residence	105 Oregon Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	113 Oregon Street	ca. 1910	Colonial Revival		C
	Mechanics Mill Company Tenement	120 Oregon Street	ca. 1880	Vernacular		C
	Multi-family Residence	123 Oregon Street	ca. 1890	Vernacular		C
	Commercial Building	250 President Avenue	ca. 1920	Neoclassical		C
	Commercial Building	266 President Avenue	ca. 1930	Vernacular		C
	Commercial Building	278 President Avenue	ca. 1980	Vernacular		NC

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FALL RIVER

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Commercial Building	290 President Avenue	ca. 1950	Vernacular		NC
FLR.589	Morton, James Madison Jr. High School	(376-) 400 President Avenue	1923	English Revival		Demolished
	Residential	25 Railroad Avenue	ca. 1890	Vernacular		C
FLR.440	Saint Mathieu's Church	Saint Mary's Street	1893	High Victorian Gothic		NR; Demolished
	Multi-family Residence	22 Saint Mary's Street	ca. 1910	Victorian Eclectic/ Triple Decker	14	C
FLR.441	Multi-family Residence	36 Saint Mary's Street	ca. 1885	Italianate	14	C
	Tenement	56 Saint Mary's Street	ca. 1890	Vernacular		C
	Residence	82 Saint Mary's Street	ca. 1890	Colonial Revival		C
	Residence	114 Saint Mary's Street	ca. 1890	Vernacular		C
	Multi-family Residence	124 Saint Mary's Street	ca. 1900	Victorian Eclectic	11	C
	Multi-family Residence	152 Saint Mary's Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	159 Saint Mary's Street	ca. 1890	Victorian Eclectic/ Triple Decker		C
	Tenement	160 Saint Mary's Street	ca. 1890	Vernacular		C
	Multi-family Residence	167 Saint Mary's Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Residence	168 Saint Mary's Street	ca. 1890	Victorian Eclectic		C
	Residence	181 Saint Mary's Street	ca. 1890	Victorian Eclectic; altered		C
	Tenement	111 Short Street	ca. 1890	Vernacular		C
	Multi-family Residence	112 Short Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Tenement	121 Short Street	ca. 1890	Vernacular		C
	Commercial Building	17 Stewart Street	ca. 1940	Vernacular; altered		NC
	Tenement	90 Suffolk Street	ca. 1890	Vernacular	2	C
	Multi-family Residence	96 Suffolk Street	ca. 1900	Victorian Eclectic/ Triple Decker	2	C
	Residence	99 Suffolk Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	105 Suffolk Street	ca. 1900	Victorian Eclectic/ Triple Decker	5	C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Multi-family Residence	145 Suffolk Street	ca. 1890	Victorian Eclectic/ Triple Decker		C
	Residence	148 Suffolk Street	ca. 1910	Victorian Eclectic		C
	Multi-family Residence	160 Suffolk Street	ca. 1900	Victorian Eclectic		C
	Multi-family Residence	161 Suffolk Street	ca. 1890	Victorian Eclectic/ Triple Decker		C
	Residence	162 Suffolk Street	ca. 1900	Vernacular		C
	Multi-family Residence	170 Suffolk Street	ca. 1890	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	182 Suffolk Street	ca. 1900	Vernacular/ Triple Decker		C
	Residence	25 Thompson Street	ca. 1890	Vernacular		C
	Multi-family Residence	27 Thompson Street	ca. 1880	Victorian Eclectic		C
	Residence	36 Thompson Street	ca. 1880	Italianate		C
	Multi-family Residence	44 Thompson Street	ca. 1890	Italianate/ Triple Decker	27	C
	Residence	45 Thompson Street	ca. 1900	Vernacular; altered		C
	Multi-family Residence	56 Thompson Street	ca. 1910	Queen Anne; altered	27	C
	Multi-family Residence	7 Vestal Street	ca. 1890	Vernacular; altered		C
	Residence	29 Wellington Street	ca. 1890	Vernacular		C
	Tenement	39 Wellington Street	ca. 1890	Vernacular		C
	Tenement	68 Wellington Street	ca. 1890	Vernacular		C
	Residence	81 Wellington Street	ca. 1890	Colonial Revival; altered		C
	Multi-family Residence	82 Wellington Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Residence	96 Wellington Street	ca. 1890	Vernacular		C
	Residence	99 Wellington Street	ca. 1890	Victorian Eclectic	11	C
	Multi-family Residence	106 Wellington Street	ca. 1900	Victorian Eclectic; altered/ Triple Decker		C
	Multi-family Residence	107 Wellington Street	ca. 1910	Victorian Eclectic/ Triple Decker	11	C
	Residence	114 Wellington Street	ca. 1890	Italianate; altered		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Hall – Residential Building	158 Wellington Street	ca. 1890	Vernacular	10	C
	Multi-family Residence	170 Wellington Street	ca. 1910	Victorian Eclectic/ Triple Decker	10	C
	Multi-family Residence	182 Wellington Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Saint Mathieu's Convent	189 Wellington Street	ca. 1920	Colonial Revival		C
	Multi-family Residence	192 Wellington Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Saint Mathieu's Parochial School	231 Wellington Street	ca. 1915	Colonial Revival		C
	Multi-family Residence	2 Wiley Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	12 Wiley Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	18 Wiley Street	ca. 1910	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	20 Wiley Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Multi-family Residence	29 Wiley Street	ca. 1900	Victorian Eclectic/ Triple Decker		C
	Residence	34 Wiley Street	ca. 1920	Vernacular		C
	Multi-family Residence	40 Wiley Street	ca. 1910	Victorian Eclectic/ Triple Decker	1	C

NR Property is listed in the National Register in the Fall River Multiple Resources Area nomination
 C Contributing property to the district
 NC Non-contributing property to the district

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FALL RIVER

WELLINGTON-BROWNELL

STREET AREA

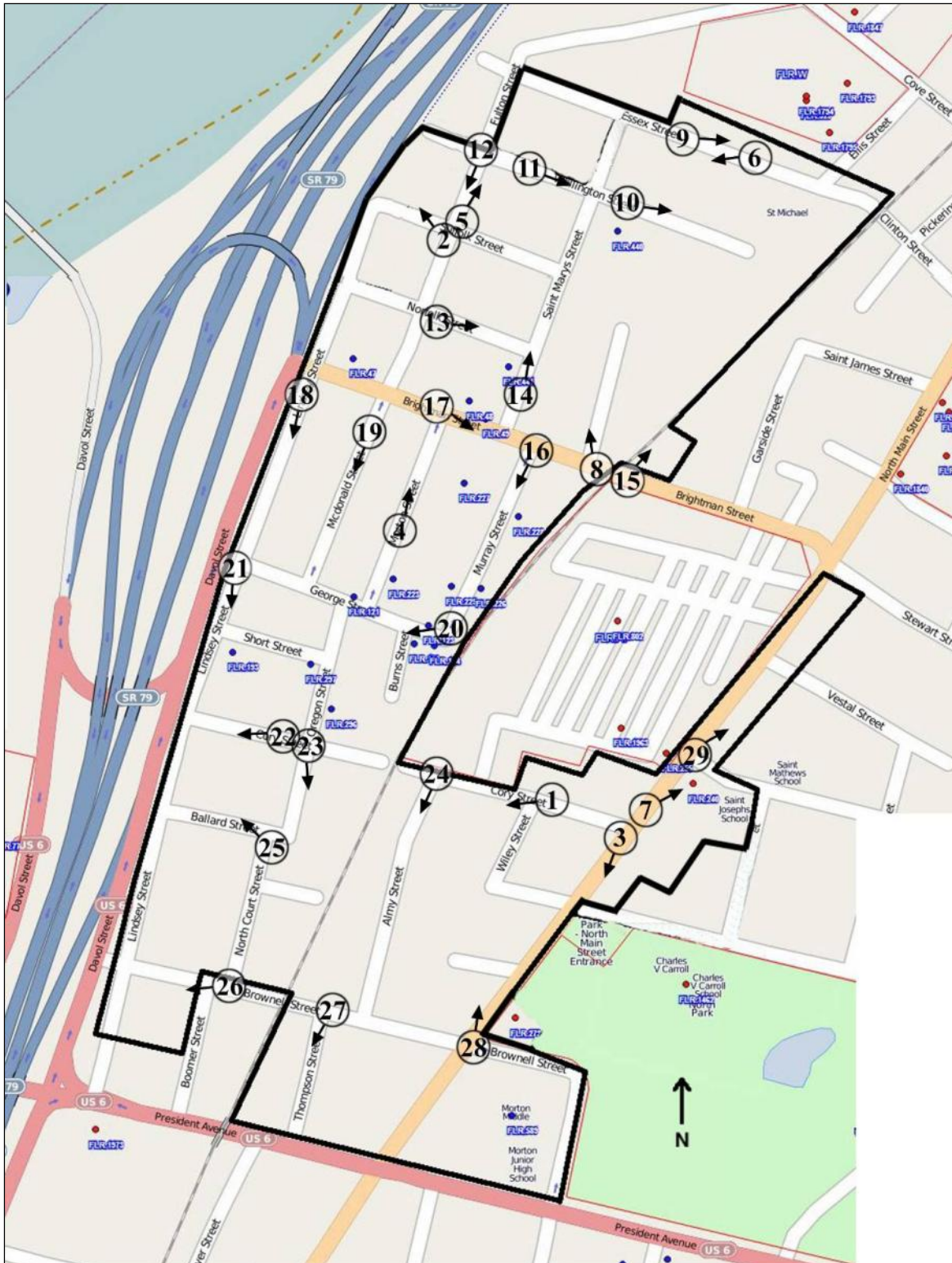
MASSACHUSETTS HISTORICAL COMMISSION

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KEY TO PHOTOGRAPHS



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2. 90 and 96 Suffolk Street and 100 Fulton Street (l-r), view looking northwest.



3. 1267, 1287, and 1297 North Main Street (r-l), view looking south.

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4. 62, 74, and 86 Morton Street, view looking north.



5. 105 Suffolk Street and 117 and 129 Fulton Street (l-r), view looking northeast.

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6. St. Michael's Rectory at 207 Essex Street, view looking west.



7. Saint Joseph's Roman Catholic Church (FLR.240), at 1355 North Main Street, view looking northeast.

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8. Saint John's Cemetery, Brightman Street, view looking north.



9. 200 and 216 Essex Street (l-r), view looking east.

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10. 158 and 170 Wellington Street (l-r), view looking east.



11. 99 and 107 Wellington Street (r-l) and 124 Saint Mary's Street, view looking southeast.

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12. 117 and 129 (r-l) Fulton Street, view looking south.



13. 60, 68, and 90 Norfolk Street (l-r), view looking east.

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14. 22 and 36 Saint Mary's Street (l-r), view looking northeast.



15. Oak Tree Burial Ground, Brighton Street, view looking east.

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16. 90 Murray Street, view looking southwest.



17. Corner of Brightman and Morton streets, view looking southeast.

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18. 379, 391, 399, and 409 Lindsey Street (r-l), view looking south.



19. 46, 54, and 66 (l-r) McDonald Street, view looking southwest.

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20. 215 and 205 George Street (FLR.124 and FLR.122) (l-r), view looking west.



21. Corner of George and Lindsey streets, view looking south.

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22. 101, 113, and 123 Cory Street (r-l), view looking west.



23. 7, 21, and 45 Oregon Street (r-l), view looking south.

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24. 6, 32, and 56 Almy Street (l-r), view looking southwest.



25. Ballard Street, view looking northwest.

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26. Corner of Brownell and Boomer streets, view looking west.



27. 44 and 56 Thompson Street (l-r), view looking southwest.

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28. 1166, 1174, 1190, and 1198 North Main Street (l-r), view looking northeast.



29. 1379, 1383, and 1395 North Main Street (r-l), view looking northeast.

INVENTORY FORM A CONTINUATION SHEET

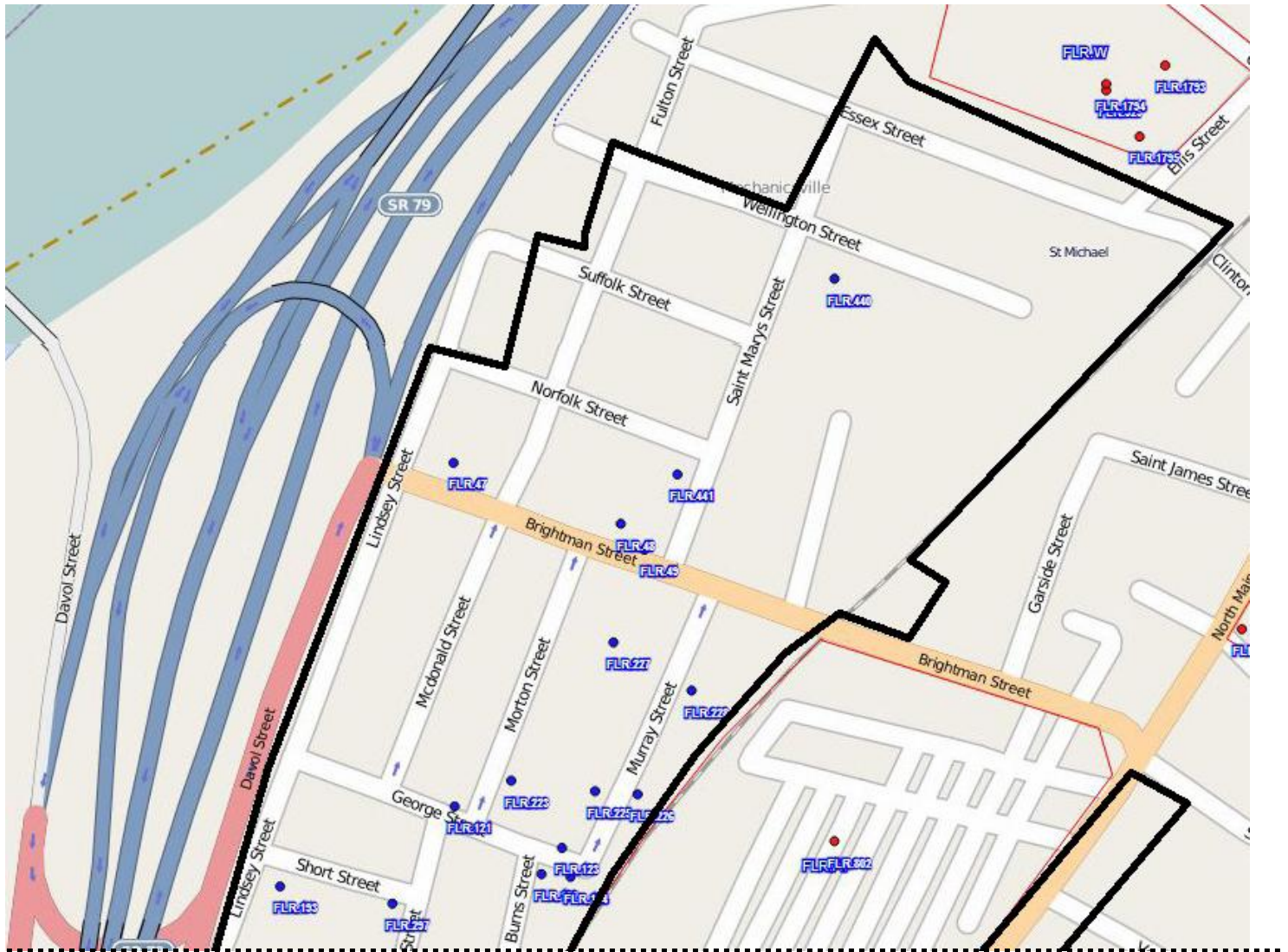
FALL RIVER WELLINGTON-BROWNELL
STREET AREA

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AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary

*not to scale

Information from MACRIS Maps 2.0 Beta, <http://maps.mhc-macris.net>

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

Taunton

TAU.K

See data sheet

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (neighborhood or village): Weir Village

Name of Area: Weir Village Area

Present Use: Residential, Ecclesiastical, Institutional, and Commercial

Construction Dates or Period: late 18th c. to mid-20th c.

Overall Condition: Good

Major Intrusions and Alterations: Demolition of two significant mill complexes.

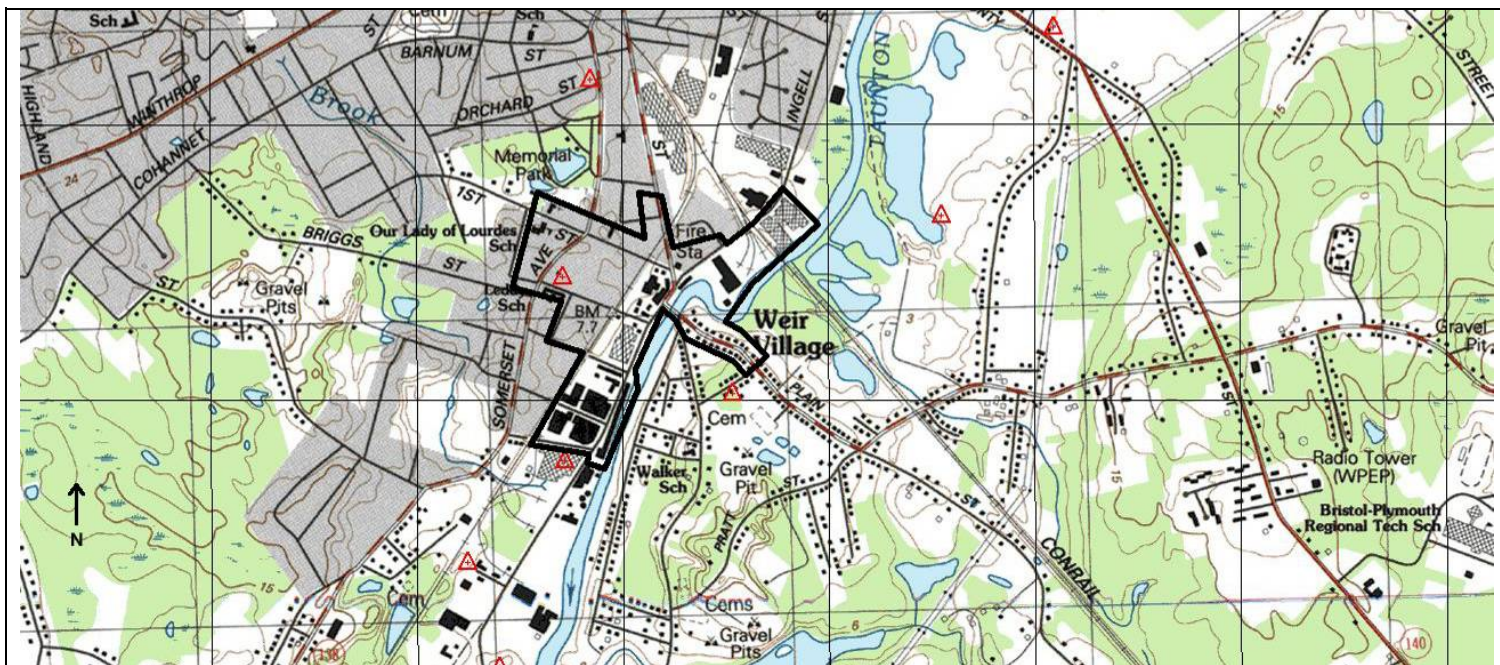
Acreage: Approx. 90

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month/year): December, 2012
Revised April, 2013

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Weir Village Area is an approximately 90 acre, irregularly shaped group of approximately 71 buildings, centered at the intersection of Ingell, Plain, Weir, West Water, and First streets. The area is bounded to the north by First Street (extending north to include a portion of Fay Street), to the south by Fifth Street, to the east by Beacon Street, and to the west by Presbrey Court. The area extends on either side of the Attleboro Secondary Railroad right-of-way at the Ingell Street rail crossing. This form updates the existing 1979 inventory form for the Weir Village Area (TAU.K) (T.W. 1979).

The industrial-based area is centered on either side of Ingell and West Water streets, which run along the Taunton River with tangential residential neighborhoods to the east and west and light commercial activity at the center. The area is a grouping of remnants of large-scale textile and stove manufacturing facilities constructed during the early to late nineteenth century. While once densely built-up, multiple demolitions in the recent past have created prominent tracts of vacant land within the area. Since 1983, two of the three most prominent related mill complexes (the Taunton Copper Manufacturing Company (TAU.315) and half of the Old Weir Stove Company (TAU.319) have been demolished, as well as the Taunton Pearl Works at 98 Ingell Street (TAU.298) on the north side of the rail right-of-way, resulting in the removal of essential components of the area's historic industrial fabric. With few exceptions, the remaining residential and commercial properties that date to the period of significance have also lost integrity in the introduction of synthetic materials and non-historic alterations.

The area contains individually listed National Register properties. The Cohannet Mills No. 3 (TAU.AG; National Register listed) encompasses four buildings: the Cohannet Mill No. 3 (TAU.297); Boiler House (TAU.736); Cotton Storehouse (TAU.690); and Engine Room (TAU.735). Properties listed in the National Register as part of the Taunton Multiple Resource Area (MRA) National Register Nomination in 1984 consist of the Sylvanus N. Staples House (TAU.310), H.P. Thomas House (TAU.341), Francis D. Williams House (TAU.320), Stone House (TAU.323), Captain David Vickery House (TAU.326), Alfred Paull House (TAU.294), Weir Engine House (TAU.296), and the now partially demolished Old Weir Stove Company (TAU.319) (Fitch 1983).

HISTORICAL NARRATIVE

Weir Village emerged in the nineteenth century as the commercial port and shipbuilding center that accommodated the booming industrial city of Taunton. The site was ideal as an inland port for coastal trade in the city due to its location along the Taunton River, which was (at the time) the northernmost point of ship navigability, one mile south of Taunton center. The Taunton River provided access to nearby communities for importing agricultural goods and exporting raw materials and manufactured products from the city. The area served as a center for several manufacturing companies that produced stoves, iron, copper, and brick.

Although Weir Village was most significant during the late nineteenth century, it had developed as a residential community by 1727. After the Revolutionary War, the local economy expanded and Weir Village became a major distribution center for iron, brick, and nails to local cities including New York, Providence, and Newport, with shipyards, iron foundries, and brick manufacturing shops constructed along the river. Early industries in Weir Village included the Taunton Copper Manufacturing Company (TAU.315), established to provide materials for ship hulls and fittings; the

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prolific Taunton Iron Works (TAU.318); the Weir Stove Company (TAU.316, TAU.319), which became one of the country's most significant manufacturers of the Glenwood Range; and the Union Stove Lining Company (TAU.317), which supplied the local stove manufacturing business. In 1835, the introduction of the Taunton Branch Railroad contributed to efficiency in trade and accessibility of products through the Weir Village Area. Two additional railroad lines were constructed through the area, including the New Bedford Railroad in 1840 and the Middleboro Railroad in 1853. By the late nineteenth century, as Taunton's textile industry was prevailing, Cohannet Mill No 3 (TAU.AG) (the only remaining property associated with this period in the area) was constructed in 1890 at the northeastern corner of the Weir Village Area.

Although the most significant manufacturing properties within the Weir Village Area have been demolished, a few notable buildings associated with the industrial development of the area remain. These include early residential properties constructed of locally produced materials, such as the brick Allen House (TAU.304) and P. Dunbar House (TAU.305), built ca. 1830. There are residences of sea captains who managed local trading companies, Capt. David Vickery House (TAU.326), constructed ca. 1795, and Capt. Benjamin Burt House (TAU.324), built ca. 1820; and properties constructed by locally prominent manufacturers, including the Stone House (TAU.323), a multi-family boarding house built by lumber business tycoon George Williams in ca. 1847. Commercial buildings include the highly-altered Commercial Block (TAU.299), built ca. 1870, and ecclesiastical properties include the Sacred Heart Roman Catholic Church, constructed ca. 1905, which replaced a ca. 1860 Greek Revival style church. The Weir Engine House (TAU.296) stand as a testimony to Taunton's public service facilities built in conjunction with economic and physical growth. Other notable properties include the Sylvanus Staples House (TAU.310), associated with the most prominent industrialist in the Weir Village Area. With partner William Philips, Sylvanus Staples launched the most productive iron, coal, and lime freighting business in Taunton (Siergiej 2006; Walling 1852; 1858; Beers 1871; Everts & Richards 1895; Fitch 1983; T.W. 1979).

Since 1979, several institutional, commercial, and residential properties listed on the MHC Inventory have been demolished, including the Commercial Building at Weir Street (TAU.295), Weir Grammar School (TAU.309), B. Porter House (TAU.312), and the Staples Block (TAU.300). Due to the loss of key industrial complexes significant to the integrity of the area [Taunton Pearl Works (TAU.309), Taunton Copper Manufacturing Company (TAU.315), portions of the Old Weir Stove Company (TAU.319), Taunton Crucible Company (TAU.314), and the Taunton Iron Works (TAU.318)], Weir Village has lost a considerable amount of historic and architectural integrity and is therefore evaluated as not eligible for listing in the National Register of Historic Places.

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TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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W., T.

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Walling, Henry F.

1852 *Bristol County, Massachusetts*. C. & A. Taber, Boston, MA.

1858 *Bristol County, Massachusetts*. John L. Smith & Co., Boston, MA.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.AG	Cohannet Mill No. 3	120 Ingell Street	ca. 1890	Richardsonian Romanesque	10	NR
	Residence	2 Bradford Place	ca. 1890	Vernacular		C
	Residence	5 Bradford Place	ca. 1890	Italianate		C
	Residence	7 Bradford Place	ca. 1890	Vernacular		C
	Presbrey, R.T. House	9 Charles Street	ca. 1870	Italianate; altered		C
	Residence	10 Charles Street	ca. 1880	Italianate		C
	Residence	12 Charles Street	ca. 1880	Vernacular		C
	Residence	13 Charles Street	ca. 1880	Vernacular	26	C
	Parker, J.B. House	16 Charles Street	ca. 1870	Vernacular/Cape; Queen Anne addition		C
	Crane, H. House	17 Charles Street	ca. 1870	Italianate	26	C
	Residence	18 Charles Street	ca. 1880	Vernacular		C
	Residence	19 Charles Street	ca. 1880	Vernacular		C
	Residence	2 First Street	ca. 1910	Vernacular	17	C
	Multi-family Residence	3 First Street	ca. 1880	Vernacular		C
	Residence	4 First Street	ca. 1890	Queen Anne; altered	17	C
	Commercial Building	11 First Street	ca. 1995	Vernacular		NC
	Burt, W. House	13 First Street	ca. 1870	Italianate		C
TAU.301	Welcome, S. P. C. House	14 First Street	ca. 1790	Federal; highly altered	18	C
	Eddy, A.L. House	16 First Street	ca. 1850	Greek Revival/Cape		C
TAU.302	Ashley, N. House	17 First Street	ca. 1845	Greek Revival	19	C
	Methodist Church Parsonage	18 First Street	ca. 1855	Greek Revival		C
TAU.303	Staples, A. J. House	21 First Street	ca. 1845	Greek Revival	19	C
TAU.304	Allen and Norcot House	22 First Street	ca. 1850	Greek Revival	4	C

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Paul, George House	23 First Street	ca. 1850	Greek Revival	19	C
TAU.305	Dunbar, P. House	24 First Street	ca. 1850	Greek Revival/Cape	4	C
TAU.306	Blood and Willard House	26 First Street	ca. 1850	Greek Revival/Cape	20	C
	Residence	30 First Street	ca. 1860	Greek Revival		C
	Sacred Heart Catholic Church – Annunciation of the Lord Catholic Church	31 First Street	1874	Gothic Revival	5	C
TAU.307	Smith, Samuel House	32 First Street	ca. 1860	Greek Revival/Italianate; highly altered	20	C
	Multi-family Residence	41 First Street	ca. 1920	Colonial Revival		C
	Multi-family Residence	43 First Street	ca. 1920	Colonial Revival	1	C
	Residence	44 First Street	ca. 1910	Queen Anne	21	C
	Multi-family Residence	45 First Street	ca. 1920	Colonial Revival	1	C
	Residence	46 First Street	ca. 1920	Colonial Revival	21	C
	Multi-family Residence	47 First Street	ca. 1920	Colonial Revival	1	C
	Sisters of Mercy Convent	51 First Street	ca. 1920	Colonial Revival		C
	Our Lady of Lourdes Catholic School	52 First Street	1963	Vernacular	21	NC
	Residence	55 First Street	ca. 1910	Queen Anne; altered		C
	Residence	56 First Street	ca. 1910	Queen Anne		C
	Residence	57 First Street	ca. 1910	Vernacular; altered		C
	Residence	58 First Street	ca. 1910	Vernacular		C
	Glenwood Range Company Enamel Shop	15 Fourth Street	ca. 1905	Vernacular; altered	41	C
	City of Taunton Public Works Operations Center	90 Ingell Street	2001	Vernacular	16	NC
TAU.298	Taunton Pearl Works	98 Ingell Street	ca. 1890	Vernacular	16	Demolished
	Ashley, N. House	115 Ingell Street	ca. 1875	Vernacular		C
	Condominiums	117 Ingell Street	ca. 2010	Colonial Revival		NC

INVENTORY FORM A CONTINUATION SHEET

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WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.297	Cohannet Mill No. 3	120 Ingell Street	ca. 1890	Richardsonian Romanesque	10	C*
TAU.736	Cohannet Mill No. 3 Boiler House	120 Ingell Street	ca. 1890	Richardsonian Romanesque		C*
TAU.690	Cohannet Mill No. 3 Cotton Storehouse	120 Ingell Street	ca. 1890	Richardsonian Romanesque		C*
TAU.735	Cohannet Mill No. 3 Engine Room	120 Ingell Street	ca. 1890	Richardsonian Romanesque		C*
	Church, W.B. House	121 Ingell Street	ca. 1870	Italianate; highly altered	15	C
	Mrs. Reed House	125 Ingell Street	ca. 1880	Vernacular		C
	Commercial Building	131 Ingell Street	ca. 1950	Vernacular; highly altered		C
	Commercial Building	140 Ingell Street	ca. 1930	Vernacular	28	C
	Weir Bridge	Plain Street	1953	N/A	31	C
TAU.320	Williams, Francis D. House	3 Plain Street	ca. 1830	Greek Revival	8	NR
TAU.321	Talbot, Lemuel T. House	7 (9) Plain Street	ca. 1845	Greek Revival		C
	Residence	9 Plain Street	ca. 1940	Vernacular; highly altered		C
	Commercial Building	10 Plain Street	ca. 1970	Vernacular	34	NC
TAU.322	Residence	13 Plain Street	ca. 1845	Greek Revival		C
	Residence	13R Plain Street	ca. 1900	Vernacular		C
TAU.323	Stone House	15(-17) Plain Street	1847	Greek Revival	7	NR
	Presbrey, S.W. House	16 Plain Street	ca. 1850	Greek Revival; altered		C
	Presbrey, Capt. B. House	18 Plain Street	ca. 1850	vernacular; highly altered		C
	Multi-family Residence	19 Plain Street	2008	Vernacular		NC
TAU.324	Burt, Capt. Benjamin House	20 Plain Street	ca. 1820	Federal		C
	Residence	22 Plain Street	ca. 1900	Vernacular		C
	Williams, G.W. House	23 Plain Street	ca. 1850	Vernacular/Cape		C
TAU.325	Williams, G.W. House	26 Plain Street	ca. 1845	Vernacular		C
	Church, S.L. House	29 Plain Street	ca. 1870	Vernacular; altered		C

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	30 Plain Street	ca. 1910	Colonial Revival/Cape	35	C
	Residence	32 Plain Street	ca. 1910	Colonial Revival/Cape	35	C
TAU.326	Vickery, Capt. David House	33 Plain Street	ca. 1795	Federal	36	NR
	Residence	34 Plain Street	ca. 1965	Vernacular/Cape		NC
	Residence	35 Plain Street	ca. 1890	Vernacular; altered	36	C
	Vickery, Capt. David House	37 Plain Street	ca. 1820	Vernacular/Cape; altered	36	C
	Residence	38 Plain Street	ca. 1900	Vernacular		C
	Dorgan, J. House	39 Plain Street	ca. 1880	Greek Revival		C
	Clark, Mary A. House	42 Plain Street	ca. 1880	Vernacular; altered		C
	Residence	42A Plain Street	ca. 1950	Ranch		NC
	Residence	44 Plain Street	ca. 1920	Colonial Revival		C
	Multi-family Residence	9 Presbrey Court	ca. 1920	Colonial Revival		C
	Residence	21 Presbrey Court	ca. 1890	Colonial Revival		C
	Residence	23 Presbrey Court	ca. 1910	Bungalow		C
	Residence	25 Presbrey Court	ca. 1910	Colonial Revival		C
	Residence	6 Second Street	ca. 1910	Colonial Revival; altered		C
	Foundry Building	9 Second Street	ca. 1945	Vernacular		C
	Residence	10 Second Street	ca. 1890	Vernacular		C
	Williams – Paul House	15 Second Street	ca. 1850	Italianate		C
	Crane, A.P. House	16 Second Street	ca. 1850	Greek Revival; altered		C
TAU.311	Godfrey, W. L. House	18 Second Street	ca. 1845	Greek Revival		C
	Condominiums	19 Second Street	2012	Colonial Revival		NC
	Lincoln, H.R. House	20 Second Street	ca. 1840	Greek Revival		C
TAU.310	Staples, Sylvanus N. House	21 Second Street	ca. 1837	Greek Revival	2	NR

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	22 Second Street	ca. 1890	Vernacular		C
	Residence	24 Second Street	ca. 1920	Colonial Revival		C
	Residence	25 Second Street	ca. 1890	Vernacular	2	C
	Paul, Charles H. House	26 Second Street	ca. 1870	Italianate; highly altered		C
	Stevens, Charles H. House	27 Second Street	ca. 1840	Greek Revival; altered	2	C
	Dean, A. House	29 Second Street	ca. 1880	Vernacular; altered		C
	Phillips, J.B. House	30 Second Street	ca. 1860	Vernacular; altered		C
TAU.309	Weir Grammar School	35 School Street	ca. 1860	Renaissance Revival/Gothic Revival		Destroyed by Fire 1984
	Second Street School – Edward F. Leddy Elementary School	36 Second Street	1954	Colonial Revival	25	C
	Commercial Building	283 Somerset Avenue	ca. 1950	Vernacular; altered		C
	Multi-family Residence	300 Somerset Avenue	ca. 1900	Queen Anne		C
TAU.340	Dunbar, P. House	308 Somerset Avenue	ca. 1860	Greek Revival		C
	Annunciation of the Lord Catholic Church Parish and Rectory	311 Somerset Avenue	ca. 1890	Colonial Revival	6	C
	Davis, H.L. House	314 Somerset Avenue	ca. 1880	Italianate		C
TAU.341	Thomas, H. P. House	322 Somerset Avenue	1887	Queen Anne		NR
	Presbrey House	323 Somerset Avenue	ca. 1850	Italianate/Queen Anne; altered	23	C
	Residence	329 Somerset Avenue	ca. 1890	Colonial Revival		C
	Hathaway, Benjamin B. House	330 Somerset Avenue	ca. 1870	Italianate	23	C
	Residence	336 Somerset Avenue	ca. 1900	Vernacular		C
TAU.342	Presbrey, C. C. House	343 Somerset Avenue	ca. 1858	Greek Revival		C
	Crapo Funeral Home	350 Somerset Avenue	ca. 1990	Colonial Revival	24	NC
	Wright, J. House	351 Somerset Avenue	ca. 1850	Italianate		C

INVENTORY FORM A CONTINUATION SHEET

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WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.308	Staples House	365 Somerset Avenue	ca. 1865	Italianate; highly altered		C
TAU.312	Porter, B. House	25-27 Third Street	ca. 1845	Greek Revival		Demolished
	Multi-Family Residence	27 Third Street	ca. 1990	Colonial Revival		NC
TAU.313	Stevens, C.H. House	33(-35) Third Street	ca. 1845	Greek Revival	27	C
TAU.294	Paul, Alfred House	467 Weir Street	ca. 1855	Second Empire	12	NR
	Residence	481 Weir Street	ca. 1890	Queen Anne		C
	Paul, J. House	487 Weir Street	ca. 1855	Greek Revival		C
	Commercial Building	491 Weir Street	ca. 1960	Colonial Revival		NC
	Commercial Building	515 Weir Street	ca. 1980	Vernacular		NC
TAU.295	Weir Fruit	519 Weir Street	ca. 1890	Italianate	14	C
	Blood, L. House	527 Weir Street	ca. 1850	Italianate	14	C
TAU.296	Weir Engine House	530 Weir Street	1889	Vernacular/ Queen Anne	9	NR
TAU.315	Taunton Copper Manufacturing Company	West Water Street	ca. 1890	Vernacular		Demolished
	Peters Bros. Commercial Block	3 West Water Street	ca. 1930	Neoclassical		C
	Commercial Building	13 West Water Street	ca. 1940	Vernacular		C
	Commercial Building	47 West Water Street	ca. 1980	Vernacular		NC
TAU.299	Commercial Block	65-73 (67) West Water Street	ca. 1870	Vernacular	3	C
	Commercial Block	91 West Water Street	ca. 2000	Vernacular		NC
	Commercial Building	109 West Water Street	ca. 1960	Vernacular		NC
	Residence-Commercial Building	123 West Water Street	ca. 1890	Vernacular; altered		C
	Auto Garage/Filling Station	157 West Water Street	ca. 1920	Vernacular; altered		C
	William, J.R. House	161 West Water Street	ca. 1850	Vernacular; altered		C
	Phoenix Manufacturing Company Mill	175 West Water Street	ca. 1870	Vernacular	37	C
	Industrial Building	245 West Water Street	ca. 1950	Vernacular	37	NC

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.314	Taunton Crucible Company	267 West Water Street	ca. 1870	Vernacular		Demolished
	Weir Stove Company – Glenwood Range Company Foundry	391 West Water Street	ca. 1920	Vernacular		C
TAU.316	Weir Stove Company	395 West Water Street	ca. 1895	Renaissance Revival	39	C
TAU.317	Union Stove Lining Company	395 West Water Street	ca. 1890- 1950	Vernacular	39	C
TAU.319	Old Weir Stove Company	441 West Water Street	ca. 1902	Renaissance Revival; partially demolished	11, 40	NR

* Properties contributing to the individually listed NR property, Cohannet Mill No. 3 (TAU.AG).

NR Property is listed in the National Register of Historic Places
 C Contributing property to the district
 NC Non-contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

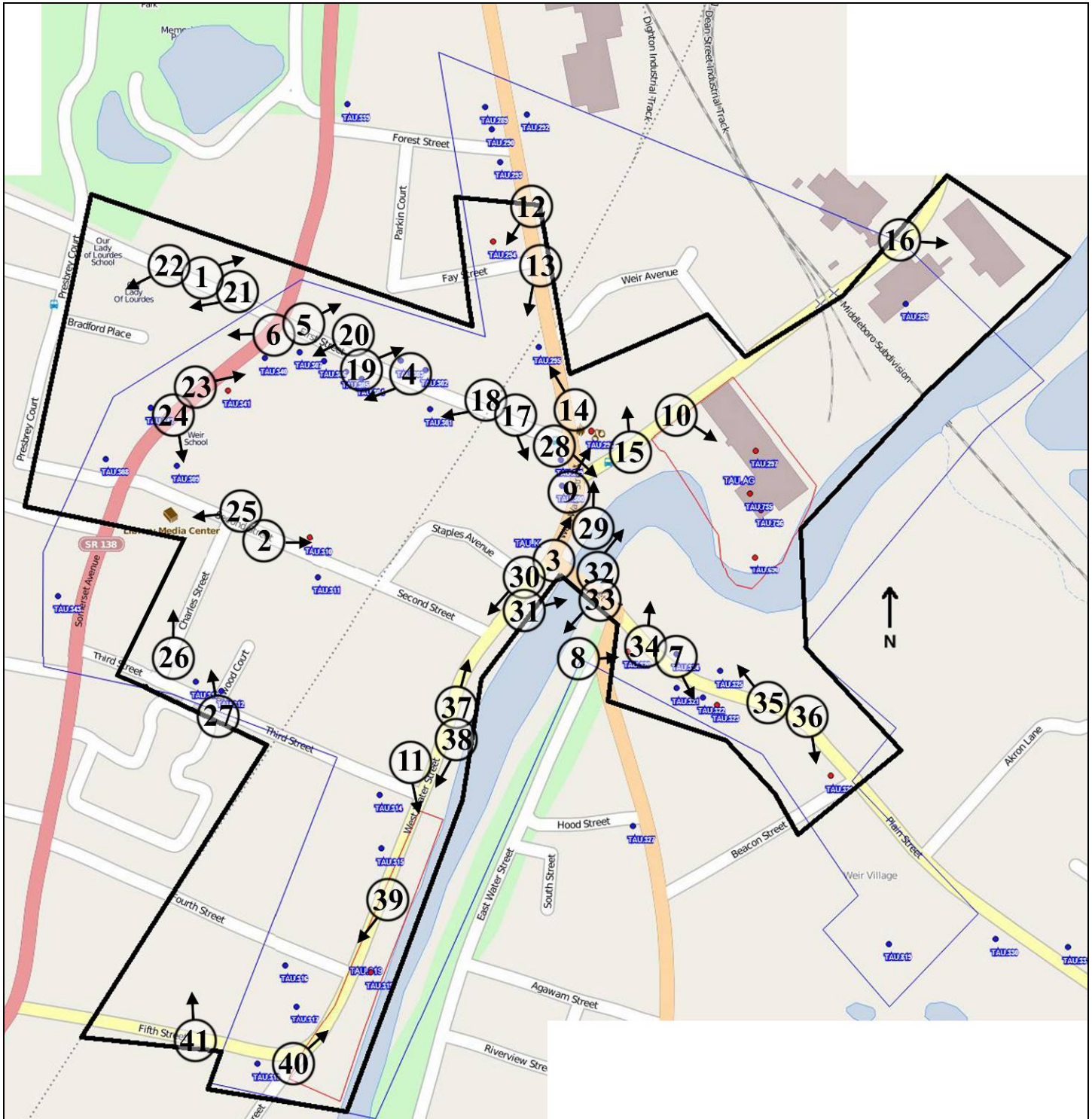
MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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PHOTO KEY



INVENTORY FORM A CONTINUATION SHEET

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WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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2. 21 (TAU.310), 25 and 27 Second Street (r-l), view looking east.



3. Commercial Block, 65-73 West Water Street (TAU.299), view looking northwest.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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4. Allen House, 22 First Street (TAU.304) and P. Dunbar House, 24 First Street (TAU.305) (l-r), view looking west.



5. Annunciation of the Lord/Sacred Heart Roman Catholic Church, 31 First Street, view looking northeast.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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6. Annunciation of the Lord Catholic Church Rectory, 311 Somerset Avenue, view looking northwest.



7. Stone House, 15 Plain Street (TAU.323), view looking southeast.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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8. Francis D. Williams House (TAU.320), 3 Plain Street, view looking southeast from East Water Street.



9. Weir Engine House, 530 Weir Street (TAU.296), view looking east from Weir Street.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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10. Cohannet Mill No. 3, 120 Ingell Street (TAU.AG), view looking northwest.



11. Old Weir Stove Company, 441 West Water Street (TAU.319), view looking southeast.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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12. Alfred Paul House, 467 Weir Street (TAU.294), view looking southwest.



13. Weir Street, View looking southwest.

INVENTORY FORM A CONTINUATION SHEET

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WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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14. Commercial Building, 519 Weir Street (TAU.295) and 527 Weir Street (r-l), view looking northwest.



15. 121 Ingell Street, view looking north.

INVENTORY FORM A CONTINUATION SHEET

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WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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16. 90 Ingell Street, view looking east. Former site of Taunton Pearl Works (TAU.298).



17. 2 and 4 First Street (l-r), view looking southeast.

INVENTORY FORM A CONTINUATION SHEET

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WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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18. S.P.C. Welcome House, 14 First Street (TAU.301), view looking west.



19. 17 (TAU.302), 21 (TAU.303) and 23 First Street (r-l), view looking east.

INVENTORY FORM A CONTINUATION SHEET

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WEIR VILLAGE AREA

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20. 26 and 32 First Street (TAU.306 and TAU.302), view looking west.



21. 44 and 46 First Street (l-r), view looking west.

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WEIR VILLAGE AREA

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22. Our Lady of Lourdes Catholic School, 52 First Street, view looking west.



23. 332 Somerset Avenue (TAU.341) and 330 Somerset Avenue, view looking east.

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TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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24. 350 Somerset Avenue, view looking south.



25. Second Street School - Edward F. Leddy Elementary School, 36 Second Street, view looking west.

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TAUNTON

WEIR VILLAGE AREA

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26. 13 and 17 Charles Street (r-l), view looking north.



27. C.H. Stevens House, 33 Third Street (TAU.313), view looking northeast,

INVENTORY FORM A CONTINUATION SHEET

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28. 140 Ingell Street, view looking southeast.



29. Intersection of Weir and Ingell streets, view looking north.

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MASSACHUSETTS HISTORICAL COMMISSION

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30. West Water Street, view looking southwest.



31. Weir Bridge, view looking northeast.

INVENTORY FORM A CONTINUATION SHEET

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WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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32. Taunton River from Weir Bridge, view looking northeast.



33. Taunton River from Weir Bridge, view looking southwest.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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34. 10 Plain Street, view looking northeast.



35. 30 and 32 Plain Street (l-r), view looking northwest.

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WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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36. 33 (TAU.326), 35 and 37 Plain Street (r-l), view looking southeast.



37. 175 - 245 West Water Street (r-l), view looking north.

INVENTORY FORM A CONTINUATION SHEET

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WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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38. West Water Street, view looking southwest.



39. 395 West Water Street (TAU.316 and TAU.317), view looking southwest.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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40. 441 West Water Street (TAU.319), view looking northeast.



41. 15 Fourth Street, view looking north.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

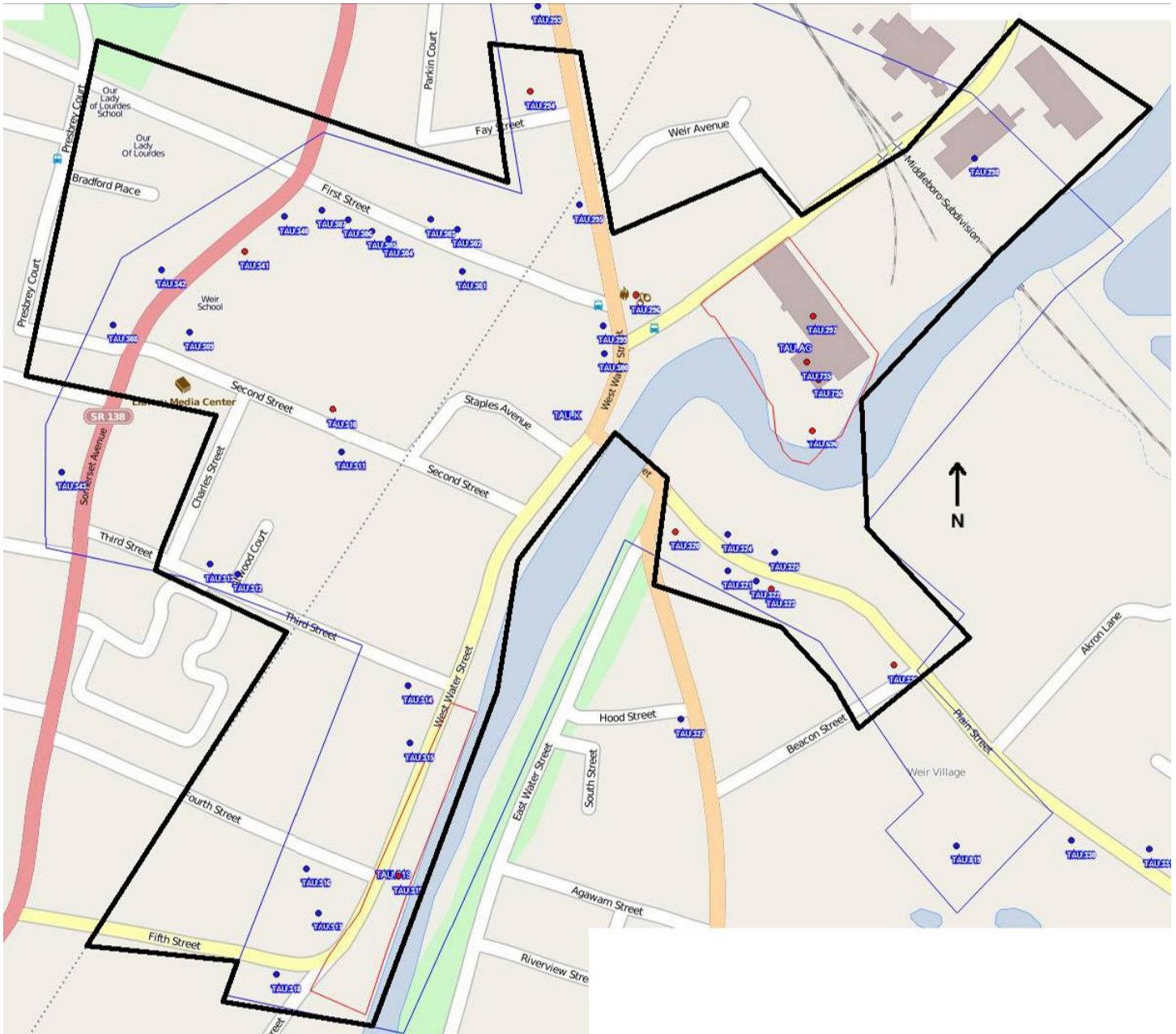
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Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta, <http://maps.mhc-macris.net>

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (neighborhood or village): Downtown
Taunton/Taunton Green

Name of Area: Hodges Avenue Area

Present Use: Residential, Industrial

Construction Dates or Period: 1860 - 1930

Overall Condition: Good

Major Intrusions and Alterations: None

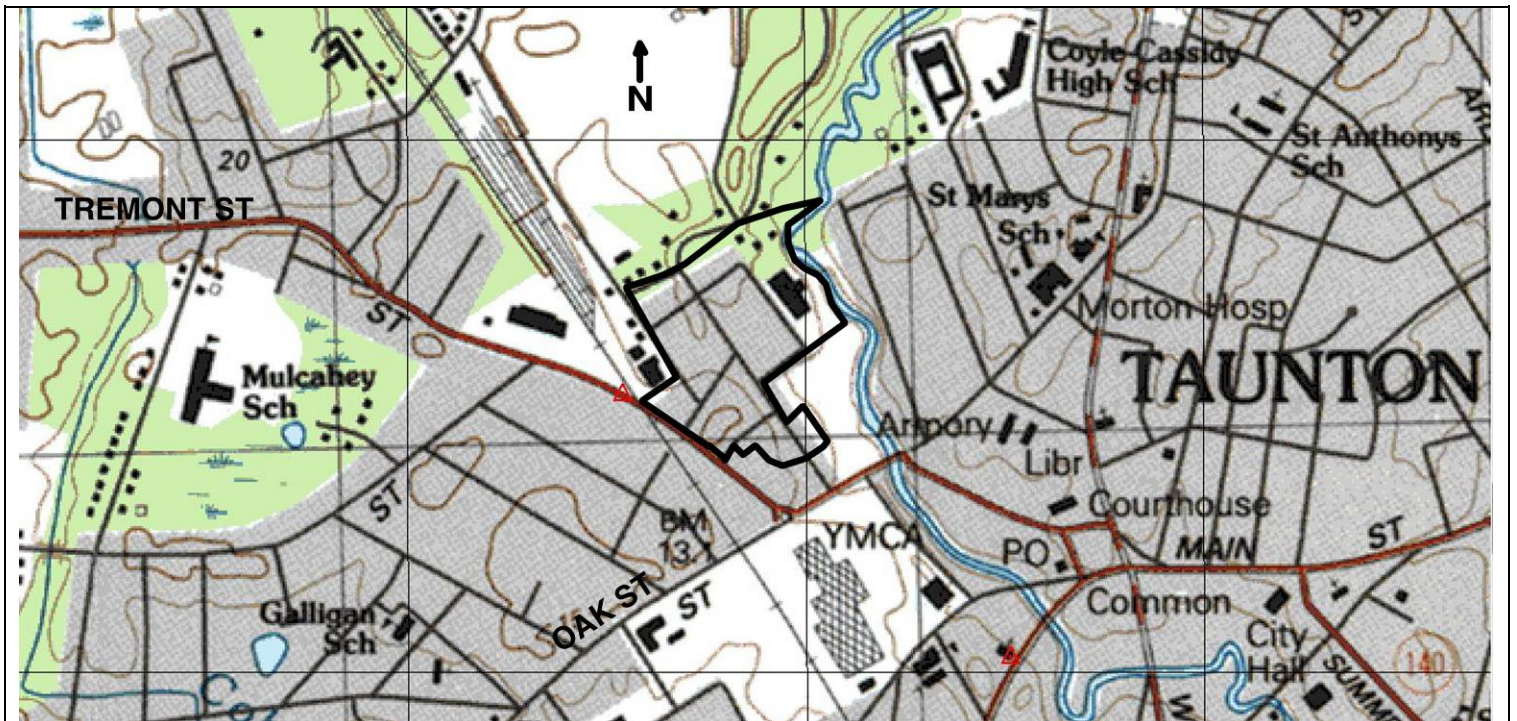
Acreage: Approx. 22

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (month/year): December, 2012
Revised April, 2013

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Hodges Avenue Area is an irregularly shaped neighborhood located on the northeast side of the MBTA right-of-way near Tremont Street. It is primarily multi-family residential housing centered along Hodges Avenue, demarcated by Morton Street to the north, Chandler Street to the east, and Tremont Street to the southwest. The area is comprised of 72 properties sited close to the street on lots relatively equal in size with scattered, mature vegetation between each property.

The buildings within the Hodges Avenue Area represent vernacular interpretations of popular domestic styles from the late-eighteenth and early-nineteenth century including Italianate, Queen Anne, Second Empire and Colonial Revival, as seen in varying degrees of ornamentation at 6 Morton Street and 26 Hodges Avenue. Most were constructed as two- to two-and-one-half-story multi-family houses, primarily oriented with the gable end to the street for working class families (9-15 Hodges Avenue). A few of the houses in the area, such as 6 Morton Street (ca. 1890) and 19 Dana Street (ca. 1900), were originally constructed at a smaller scale as one-and-one-half-story, single-family houses, but have since been converted into multi-family residences. The most prominent residence in the Hodges Avenue Area is at 43 Chandler Street. This Italianate-style house was constructed for George F. Pratt, a Bristol County treasurer, ca. 1880 with an Italianate-style, one-and-one-half-story carriage house at the rear of the property. Most of the Pratt House's architectural details remain with few modern replacement materials.

Although the area was predominately residential, some industrial and commercial properties were located on Chandler Avenue. The two-story, Italianate-style, brick industrial loft at 33 Chandler Street was constructed for the Canoe River Mill in 1875 for the production of cotton textiles. The mill complex was expanded throughout the twentieth-century by its second occupants, the Diamond Textile Mill, but the main loft remains relatively intact. An ice plant was constructed at 12 Chandler Street, directly opposite the Canoe River Mill Complex, in the early twentieth century. The one-story, brick ice factory building with a wood-frame monitor was converted to apartments in the late twentieth century.

Some mid- to late-twentieth century infill has also occurred, but the area still retains its original streetscape and setting. Over time, some houses have been modified to meet current needs primarily with the replacement of exterior materials and windows; however most structures retain their original massing and form.

HISTORICAL NARRATIVE

The Hodges Avenue Area was a fairly remote area in Taunton until the mid- to late-nineteenth century. It was farmland, primarily owned by William Hodges in the late-eighteenth and early-nineteenth centuries. Hodges was a descendant of one of Taunton's "twelve-shilling men," also named William Hodges, who came to the settlement after the original forty-six families and paid twelve shillings into a common fund for the right to share in any subsequent land divisions. The younger Hodges owned the property along the north side of Tremont Street and most likely constructed the house at 23 Tremont Street ca. 1830. Hodges' son William C. Hodges inherited the property from his father in the 1850s. William C.'s sister, Mrs. Mary C. Hodges-Dean, had acquired the property from her brother by 1871. Mary had married Robert S. Dean in 1832 and lived at his estate 51 Tremont Street (now demolished), but she continued to retain her own significant amount of real estate. The couple divorce in 1874 and she moved back to her property at 23 Tremont Street where she ran a boarding house (Hanna 2007; Dunbar 1836; Walling 1858; Beers 1871; Sampson 1874).

Continuation sheet 1

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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At approximately the same time Mrs. Dean acquired the property along Tremont Street, Hodges and Chandler avenues and Norton (now Morton) and Dana streets were laid out and Granite Street was extended past Tremont Street, most likely by the Hodges family. Housing lots were also laid out and by 1871 five residences were constructed; one has since been demolished. One of these buildings, at 12 Morton Street, was constructed by Miss Rebekah Ashley for use as a boarding house ca. 1870. E.C. Strange also built several houses along Chandler Avenue and Morton in the 1870s and 1880s (47 Chandler Avenue and 10 Morton Street), presumably to house employees of his nearby Strange Cylinder Saw Manufacturing Company (not extant). Mrs. Mary C. Dean constructed two additional tenements on her property by 1886 (4 Granite Street and 3 Columbus Avenue). By 1895, Mrs. Dean had divided the remainder of her property and sold it for residential development (Beers 1871; Walker 1886; Everts and Richards 1895).

Most of the housing in the area is typical Taunton worker housing constructed in the late-nineteenth and early-twentieth centuries. However, unlike many other areas of Taunton, this neighborhood did not appear to develop around or by a single mill or company. The area surrounding the neighborhood was heavily built up with mills and factories, including the White Warner and Co. Stove Foundry between Dana Street and the New York, New Haven, and Hartford Railroad right-of-way; the Dean Cotton & Machine Co. Works along the Mill Rive off Washington Street; and the William Mason & Co. Machine Works at Westminster and Washington streets. The majority of these industrial complexes are not extant. Within the Hodges Avenue Area were several smaller manufacturers including the Canoe River Mill at 33 Chandler Street who produced cotton textiles; the P.P. Case Co. at 11 Granite Street manufacturer of top roll covers used in the textile industry; and an ice plant at 12 Chandler Street. The third County Jail was constructed at the corner of Chandler and Hodges avenues, across from Columbus Avenue, in 1873. The jail was demolished and replaced by a Taunton Community Housing complex in the 1960s. A large addition was added to the south end of the Canoe River Mill loft building at 33 Chandler Street in the mid- to late twentieth century. Residential construction within the area increased in the early twentieth century as a reaction to the success of the surrounding industries; however many were modified throughout the twentieth century with replacement windows and exterior materials.

Due to the loss and alteration of manufacturing complexes, and the lack of cohesion derived from identifiable significant associations to Taunton's history, the Hodges Avenue Area is not eligible for listing in the National Register of Historic Places (Sanborn 1898; Everts and Richards 1895; Hanna 2007).

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Continuation sheet 2

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

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INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	4 Chandler Avenue	ca. 1890	Italianate	7	C
	Residence	6 Chandler Avenue	ca. 1920	Colonial Revival – altered	7	NC
	Ice Plant	12 Chandler Avenue	ca. 1910	Italianate	7, 15	C
	Residence	30 Chandler Avenue	ca. 1900	Italianate		C
	Canoe River Mill – Diamond Textile Mills, Inc.	33 Chandler Street	ca. 1880; ca. 1990 addition	Italianate/Loft	4, 5	C
	Pratt, George F. House	43 Chandler Street	ca. 1880	Italianate	3	C
	Pratt, George F. Carriage House	43 Chandler Street	ca. 1880	Italianate	3	C
	Strange, E.C. House	47 Chandler Street	ca. 1870	Vernacular		C
	Residence	3 Columbus Avenue	ca. 1870	Italianate		C
	Residence	4 Columbus Avenue	ca. 1890	Queen Anne – altered	14	C
	Residence	6 Columbus Avenue	ca. 1890	Italianate	14	C
	Residence	7 Columbus Avenue	ca. 1900	Queen Anne – altered		C
	Residence	8 Columbus Avenue	ca. 1900	Queen Anne - altered	14	C
	Residence	9 Columbus Avenue	ca. 1900	Queen Anne		C
	Residence	9 Dana Street	ca. 1900	Vernacular	12	C
	Residence	11 Dana Street	ca. 1990	Colonial Revival/Cape		NC
	Residence	19 Dana Street	ca. 1900	Vernacular		C
	Residence	3 Granite Street	ca. 1890	Italianate – altered		C
	Dean, Mrs. Mary Tenement	4 Granite Street	ca. 1880	Italianate		C
	Residence	5 Granite Street	ca. 1890	Italianate		C

Continuation sheet 4

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	10 Granite Street	ca. 1890	Italianate – altered		C
	Case, Pardon P. Residence and Factory	11 Granite Street	ca. 1880	Italianate – altered		C
	Residence	13 Granite Street	ca. 1890	Vernacular		C
	Dean, Mrs. Mary Tenement	14 Granite Street	ca. 1880	Italianate		C
	Residence	9 Hodges Avenue	ca. 1890	Italianate	1	C
	Residence	10 Hodges Avenue	ca. 1890	Italianate – altered		C
	Residence	11 Hodges Avenue	ca. 1890	Italianate	1	C
	Residence	12 Hodges Avenue	ca. 1890	Colonial Revival		C
	Residence	13 Hodges Avenue	ca. 1890	Italianate	1	C
	Residence	14 Hodges Avenue	ca. 1890	Italianate		C
	Residence	15 Hodges Avenue	ca. 1890	Vernacular	1	C
	Holmes, C. R. House	16 Hodges Avenue	ca. 1880	Italianate – altered		C
	Paul, J. House	17 Hodges Avenue	ca. 1870	Second Empire	1	C
	Residence	18 Hodges Avenue	ca. 1895	Italianate		C
	Eddy House	19 Hodges Avenue	ca. 1870	Italianate – altered		C
	Residence	20 Hodges Avenue	ca. 1895	Italianate		C
	Residence	26 Hodges Avenue	ca. 1900	Queen Anne	2	C
	Residence	30 Hodges Avenue	ca. 1900	Queen Anne	8	C
	Residence	32 Hodges Avenue	ca. 1900	Queen Anne	8	C
	Residence	33 Hodges Avenue	ca. 1890	Italianate		C
	Residence	34 Hodges Avenue	ca. 1890	Italianate	8	C

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TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	35 Hodges Avenue	ca. 1890	Italianate – altered		C
	Residence	36 Hodges Avenue	ca. 1880	Italianate	8	C
	Residence	37 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	39 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	40 Hodges Avenue	ca. 1890	Italianate		C
	Residence	41 Hodges Avenue	ca. 1910	Colonial Revival		C
	Residence	43 Hodges Avenue	ca. 1910	Queen Anne		C
	Residence	44 Hodges Avenue	ca. 1890	Italianate		C
	Residence	45 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	46 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	47 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	48 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	50 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	51 Hodges Avenue	ca. 1960	Ranch		NC
	Residence	52 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	2 Morton Street	ca. 1880	Italianate	11	C
	Residence	4 Morton Street	ca. 1900	Queen Anne		C
	Residence	5 Morton Street	ca. 1920	Queen Anne		C
	Residence	6 Morton Street	ca. 1890	Italianate		C
	Residence	9 Morton Street	ca. 1900	Queen Anne		C
	Strange, E.C. Tenement	10 Morton Street	ca. 1880	Vernacular	10	C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Ashley, Miss Rebekah Boarding House	12 Morton Street	ca. 1870	Italianate - Queen Anne alterations	10	C
	Residence	16 Morton Street	ca. 1910	Queen Anne	9	C
	Residence	18 Morton Street	ca. 1950	Ranch	9	NC
	Residence	19 Morton Street	ca. 1910	Queen Anne		C
	Residence	21 Morton Street	ca. 1910	Queen Anne		C
	Garrish, Charles H. House	22 Morton Street	ca. 1880	Italianate – altered	9	C
	Residence	23 Morton Street	ca. 1910	Queen Anne		C
	Residence	21 Tremont Street	ca. 1900	Colonial Revival/ Duplex	13	C
	Hodges, W.C. – Dean, M.C. House	23 Tremont Street	ca. 1830	Federal – altered	13	C
	Residence	27 Tremont Street	ca. 1890	Italianate		C

C Contributing property to the district
 NC Non-contributing property to the district

Continuation sheet 7

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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KEY TO PHOTOGRAPHS



Base map acquired from www.google.com.

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TAUNTON

HODGES AVENUE AREA

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2. 26 Hodges Avenue, at corner of Columbus Avenue, view looking west.



3. 43 Chandler Avenue, view looking north.

Continuation sheet 9

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

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4. 33 Chandler Avenue, view looking east.



5. 33 Chandler Street, view looking north.

Continuation sheet 10

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6. Hodges Avenue, view looking northwest.



7. Chandler Avenue, view looking northeast.

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8. Hodges Avenue at Granite Street, view looking south.



9. Morton Avenue, view looking northeast.

Continuation sheet 12

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HODGES AVENUE AREA

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10. Morton Street, view looking west.



11. 2 Morton Street, view looking north.

Continuation sheet 13

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12. Dana Street, view looking north.



13. Tremont Street, view looking southeast.

Continuation sheet 14

INVENTORY FORM A CONTINUATION SHEET

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HODGES AVENUE AREA

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14. Columbus Street, view looking east.



15. 12 Chandler Street, view looking west.

Continuation sheet 15

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16. Granite Street, view looking northeast.



17. View looking northeast toward Granite Street across Tremont Street.

Continuation sheet 16

APPENDIX E-1

Areas
(*alphabetical by community*)

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Berkley

Place (*neighborhood or village*): Myricks, Grove, and Mill Streets

Name of Area: Myricks Street Area

Present Use: Residential

Construction Dates or Period: Mid-19th to Early-20th C.

Overall Condition: Good

Major Intrusions and Alterations: None

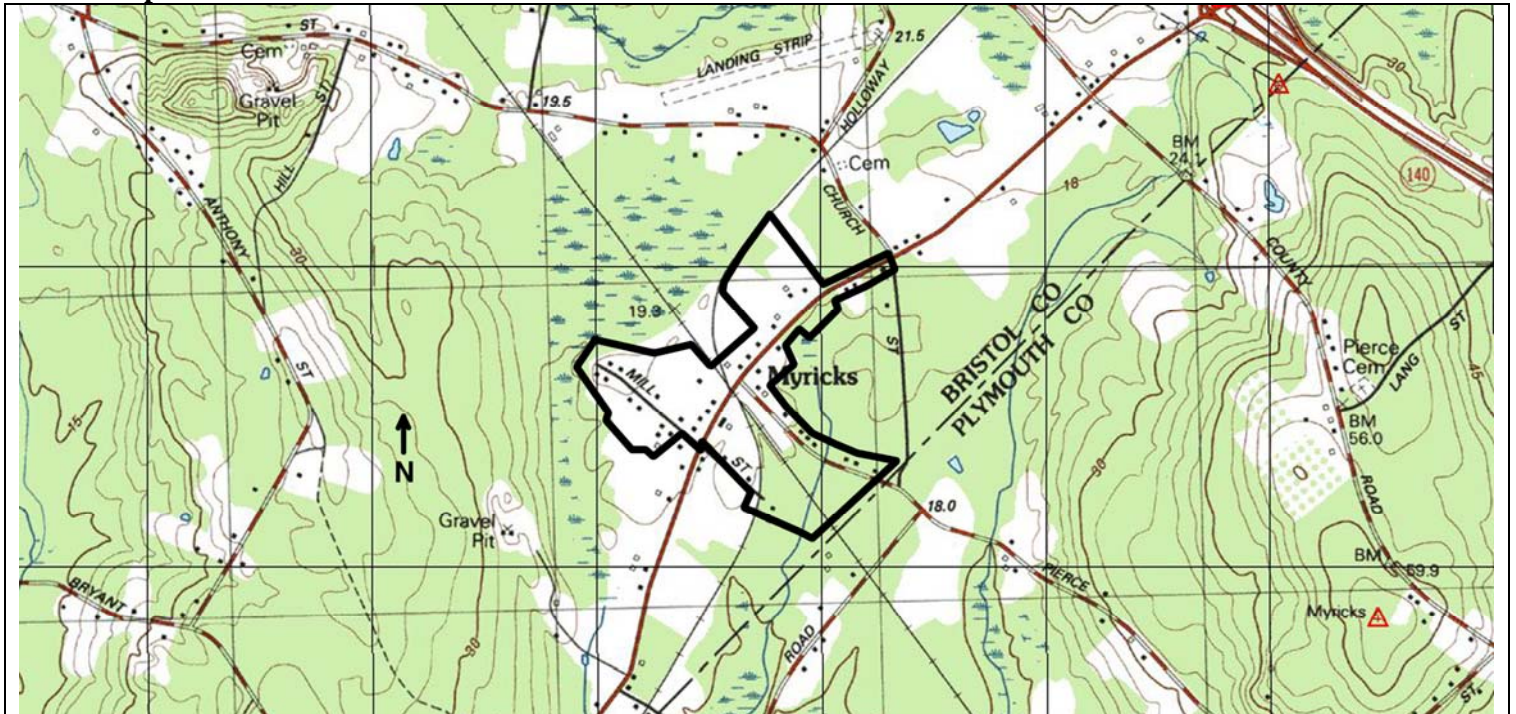
Acreage: 110

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

BERKLEY

MYRICKS STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Myricks Street Area is a 110-acre, rural residential area, with one church and schoolhouse located at near the town line with Lakeville. The primary corridor runs north-south along a small section of Myricks Street between Church Street (north) and Mill Street (south). It encompasses Grove Street, which extends east from the center of the district. The New Bedford Main Line and Fall River Secondary right-of-ways intersection bisects the area just south of Grove Street at Myricks Junction. The district includes approximately 49 properties, of which 34 contribute to its architectural significance. Contributing properties consist primarily of modest, one to one-and-one-half-story, gabled residences constructed between the mid-nineteenth century and early twentieth century in the Greek Revival, Italianate, and Colonial Revival styles.

Most of the residences constructed in the town of Berkley that date to the mid-nineteenth century are either center- or side-hall Greek Revival/Italianate style buildings with end chimneys. Myricks is the only area in town with examples of fully developed, Greek Revival style properties. Approximately 30% of the contributing properties in the Myricks Street Area retain elements of the Greek Revival style. The best-preserved example is at 12 Grove Street, constructed ca. 1860. Other well-preserved examples include 60 Myricks Street and the Myricks Methodist Church at 93 Myricks Street. Slightly modified examples include 10 and 14 Grove Street, 16 and 17 Mill Street, 62 Myricks Street (MHC 1981).

In Berkley, the majority of residential properties dating to the mid-nineteenth to early twentieth century are one-and-one-half to two-story buildings with Queen Anne style detailing. One property in Myricks serves as a representative example of this style, the residence at 82 Myricks Street, constructed ca. 1880. The area also contains one well-preserved example of a Colonial Revival style house at 12 Mill Street, and Myricks School at 80 Myricks Street, both constructed ca. 1900.

HISTORICAL NARRATIVE

Originally part of Taunton, the Myricks Street Area was part of a village developed in the mid-nineteenth century called Myricks Station, which consisted of a single thoroughfare, Myricks Street. With the introduction of the New Bedford and Taunton Railroad, between 1839 and 1940 Myrick's Station grew as a railroad transshipment center for agricultural goods produced in the region. A second line was constructed by the Fall River Railroad between 1844 and 1846 in the area, which was also known as Myricks Depot, and Myricks Junction. Although the village was well-known for its associations with the railroad, it was surpassed as a major railroad junction by commercial and industrial hubs in Taunton and Middleborough. While overshadowed, Myricks Station continued to be considered a locally important community center. It hosted the Bristol County Central Cattle Show and Fair from 1858 to 1876 and was the location of two institutions, the Myricks Academy (original building no longer extant), a private preparatory school founded in 1853, and the Greek Revival style, United Methodist Church on the corner of Church and Myricks Streets (Dunbar 1836; Hutt 1924).

Between 1852 and 1858, Myricks Station expanded with the development of Grove Street, and a small section of what would later become Mill Street. In 1879, Myricks Station was annexed to the town of Berkley, and by 1895, the growing village of Myricks Station became known as the "Myricks" and also "Myricksville." During the late nineteenth century, the area also had a general store, wagon shop, blacksmith shop, railroad station, post office, and village school (formerly the private Myricks Academy). A sawmill, box factory, and feed mill were located on the village outskirts. By 1871, a

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BERKLEY

MYRICKS STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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small textile mill (no longer extant) was constructed in an area between what is now 6 and 12 Mill Street. Myricks suffered a devastating fire in 1904, which destroyed the Myricks Academy building and a number of residences in the village. Soon after Myricks lost the school (around 1910), and in its place, the town constructed a second Neoclassical style Myricks School building with a pedimented gable front and belfry (Hutt 1924; Fall River News 1899; Everts & Richards 1895; Walling 1852; 1858).

Today, the Myricks Street Area remains as a small, residential area with the Myricks School (now American Legion Post 121) and the United Methodist Church still in use (Terry 1997).

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INVENTORY FORM A CONTINUATION SHEET

BERKLEY

MYRICKS STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Commercial Building	3 Grove Street	ca. 1992	Vernacular		NC
	Residence	4 Grove Street	ca. 2002	Raised Ranch		NC
	Commercial Building	6 Grove Street	ca. 1956	Vernacular		NC
	Residence	8 Grove Street	ca. 1900	Gothic Revival		C
	Gas Storage Building	9 Grove Street	ca. 2000	Vernacular		NC
	Residence	10 Grove Street	ca. 1860	Greek Revival		C
	Residence	12 Grove Street	ca. 1860	Greek Revival	2	C
	Residence	14 Grove Street	ca. 1860	Greek Revival	2	C
	Residence	16 Grove Street	ca. 1983	Vernacular		NC
	Commercial Complex	19 Grove Street	ca. 1986-2003	Vernacular		NC
	Residence	20 Grove Street	ca. 1880	Vernacular		C
	Residence	21 Grove Street	ca. 1990	Ranch		NC
	Residence	22 Grove Street	ca. 1830	Vernacular		C
	Residence	24 Grove Street	ca. 1860	Vernacular		C
	Residence	1 Mill Street	ca. 1920; ca. 1980 alterations	Vernacular (altered)		C
	Residence	3 Mill Street	ca. 1900	Vernacular		C
	Residence	4 Mill Street	ca. 1900	Vernacular		C
	Residence	6 Mill Street	ca. 1900	Vernacular		C
	Residence	9 Mill Street	ca. 1900	Vernacular		C
	Residence	11 Mill Street	ca. 1990	Saltbox		NC

INVENTORY FORM A CONTINUATION SHEET

BERKLEY

MYRICKS STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	12 Mill Street	ca. 1900	Colonial Revival	5	C
	Residence	15 Mill Street	ca. 1930	Vernacular		C
	Residence	16 Mill Street	ca. 1860	Greek Revival		C
	Residence	17 Mill Street	ca. 1855	Greek Revival		C
	Residence	22 Mill Street	ca. 1900	Vernacular		C
	Residence	28 Mill Street	ca. 1940	Vernacular		C
	Residence	59 Myricks Street	ca. 1890	Vernacular		C
	Residence	60 Myricks Street	ca. 1860	Greek Revival		C
	Residence	61 Myricks Street	ca. 1929	Vernacular		C
	Residence	62 Myricks Street	ca. 1860	Greek Revival		C
	Warehouse	63 Myricks Street	ca. 1972-1997	Vernacular		NC
	Residence	64 Myricks Street	ca. 1850	Vernacular		NC
	Residence	66 Myricks Street	ca. 1940	Vernacular		C
	Residence	67 Myricks Street	ca. 1986	Reverse Salt Box		NC
	Residence	68 Myricks Street	ca. 1775	Federal		C
	Residence	70 Myricks Street	ca. 1900	Bungalow		C
	Residence	71 Myricks Street	ca. 1940	Ranch		NC
	Residence	72 Myricks Street	ca. 1780	Federal		C
	Residence	74 Myricks Street	ca. 1955	Ranch		NC
	Residence	75 Myricks Street	ca. 1840	Federal		C
	Residence	76 Myricks Street	ca. 1800	Cape Cod		C
	Myricks School	80 Myricks Street	ca. 1900	Neoclassical	3	C

INVENTORY FORM A CONTINUATION SHEET

BERKLEY

MYRICKS STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	82 Myricks Street	ca. 1880	Queen Anne	6	C
	Residence	87 Myricks Street	ca. 1880	Vernacular	1	C
	Myricks Methodist Church Parsonage	89 Myricks Street	ca. 1830	Greek Revival	1	C
	Myricks Methodist Church	93 Myricks Street	ca. 1838	Greek Revival	1,4	C

C Contributing property to the district
NC Non-contributing property to the district

There are no properties previously listed in MACRIS or shown on the MACRIS Maps 2.0 Beta, <http://maps.mhc-macris.net>.

INVENTORY FORM A CONTINUATION SHEET

BERKLEY

MYRICKS STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



12 Mill Street, view looking northeast.



Myricks School (ca. 1900), 80 Myricks Street, view looking northwest.

INVENTORY FORM A CONTINUATION SHEET

BERKLEY

MYRICKS STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



82 Myricks Street, view looking north.



Cover: Streetscape showing (l-r) United Methodist Church, 89 Myricks Street, and 87 Myricks Street, view looking east.

INVENTORY FORM A CONTINUATION SHEET

BERKLEY

MYRICKS STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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Myricks United Methodist Church (ca. 1839), 93 Myricks Street, view looking southwest.

INVENTORY FORM A CONTINUATION SHEET

BERKLEY

MYRICKS STREET AREA

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	See data sheet
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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Kathleen M. Miller, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Myricks Street Area is eligible for listing in the National Register of Historic Places under Criteria A and C at the local level in the areas of Community Development and Architecture for its role as an important rail junction village in town during the mid-nineteenth and early twentieth centuries and for its representation of residential architecture from that period. The area particularly contains several well-preserved examples of Greek Revival style buildings at 12 Grove Street, constructed ca. 1860) and the Myricks Methodist Church (ca. 1839) as well as excellent examples of the Colonial Revival (12 Mill Street, constructed ca. 1900) and Queen Anne (82 Myricks Street, constructed ca. 1880) style of architecture.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Canton

Place (*neighborhood or village*): Canton Center

Name of Area: Washington Street Area

Present Use: Institutional and Residential

Construction Dates or Period: mid 19th century – early-20th century

Overall Condition: Good

Major Intrusions and Alterations: None

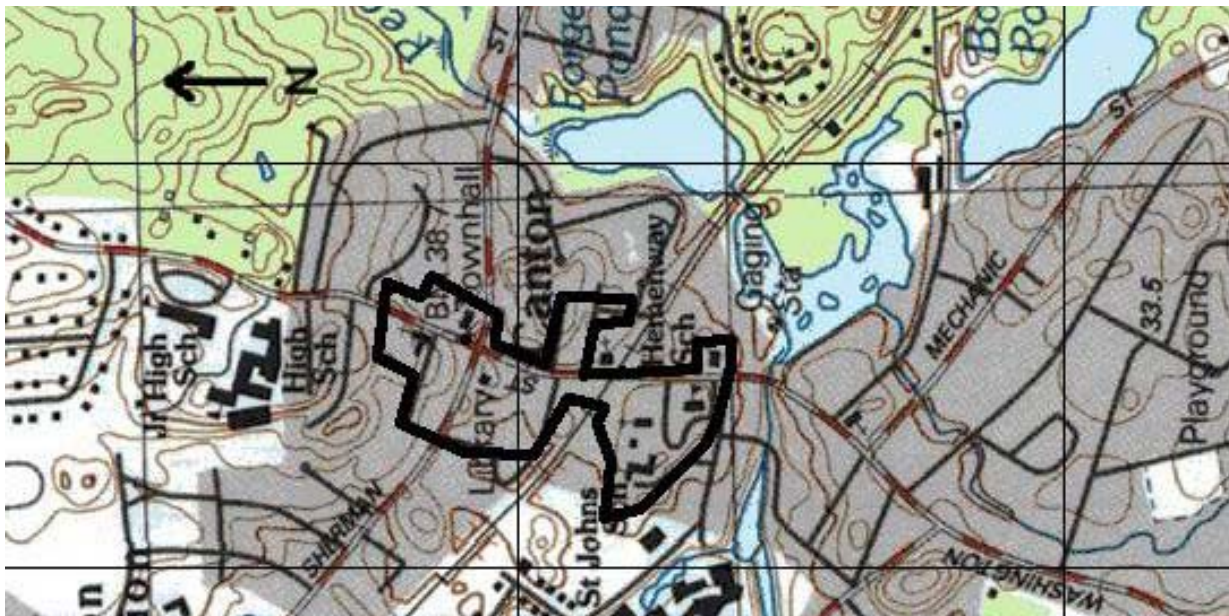
Acreage: Approx. 30 acres

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Washington Street Area encompasses the Canton Center Area (CAN.L) that was determined eligible for National Register listing as a historic district by MHC in 1991. The Washington Street Area is a linear area roughly 0.3 miles long stretching along Washington Street between Chapel Street on the north and Revere Street on the south. The MBTA Stoughton Line right-of-way (former New York, New Haven, and Hartford Railroad) runs east-west through the southern end of the area, north of Revere Street. Within the area, the west side of Washington Street is lined with a mix of 12 residential and institutional structures, including a Catholic parochial school complex, former high school, library, and former church. The east side of Washington Street, including Savin Hill and Centre streets, has 18 residential and institutional structures, including a post office and town offices. Most of the area's approximately 55 historic resources date from the mid-eighteenth to mid-twentieth century.

The residential architecture in the area is a combination of vernacular worker housing, primarily concentrated along Centre and Savin Hill streets, and higher style along Washington Street. The residences were built in a variety of styles including Greek Revival, Italianate, Queen Anne, Stick, and Colonial Revival (CAN.165, CAN.166, CAN.167, CAN.168, and CAN.234). The majority of the housing is comprised of simple side-hall plan cottages with varied degrees of Greek Revival, Italianate, or Queen Anne ornament constructed in the mid- to late-nineteenth century (CAN.232, CAN.233, CAN.301, CAN.311, CAN.312, CAN.313, CAN.317). Most of the houses are of wood frame construction and while many have been altered; most retain their original massing and form, and many have intact original materials.

The civic and institutional architecture anchors both ends of the area. Most buildings were constructed in the early twentieth century. However, the Canton Town Hall, or Memorial Hall (CAN.103; MHC DOE 1997), was constructed in 1878 by Stephen C. Earle of Worcester, MA and John M. Higgins on the northeast corner of Washington and Sherman streets at the north end of the district. The Canton Public Library (CAN.78; MHC DOE 2001) is located on the southwest corner of Washington and Sherman streets. This Classical Revival style building was designed by Winslow and Bigelow, a Boston architectural firm, and constructed by L.P. Soule and Sons in 1901. North of the library is a Classical Revival style, Telephone Exchange building constructed between 1937. At the southern end of the district, on the northwest corner of Washington and Revere streets, is the Canton High School, or Hemenway School (CAN.77). The Classical Revival school was originally two stories tall, five bays wide by three bays deep and was converted into elderly housing in 1983. Directly across from the high school, on the east side of Washington Street, is the Canton Main Branch of the U.S. Post Office (CAN.106) constructed in 1935. Originally a one-story, five-bay-by-four-bay, Classical Revival style building with a rear ell, the building was enlarged by an addition built ca. 1960 on the east (rear) elevation. The area also includes two religiously affiliated properties. Located at the north end of the district, on the corner of Chapel and Washington streets, the late-Gothic Revival style Trinity Episcopal Church at 824 Washington Street (CAN.86) was originally constructed in 1897 and converted into Schlossberg and Sons Funeral Chapel in 1970. The Saint John the Evangelist Roman Catholic Church Complex at 700 Washington Street includes the historic Rectory (CAN.231) a two-story, four-bay-by-three-bay, Colonial Revival style residence constructed in 1889, a parochial elementary school (1956, altered), and church (1963).

HISTORICAL NARRATIVE

The Washington Street Area was originally part of the area known as Canton Village in the late eighteenth century. Canton Village, later known as South Canton, was linked to the original Canton Center located to the north by the north-

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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south route of Washington Street. While the original Canton Center remained the civic and residential hub, South Canton developed into the commercial core of town by the early nineteenth century. South Canton's industrial dominance also expanded during this period with the establishment of iron foundries and a rolling mill, located just south of the Canton Center Area's southern boundary. By the late nineteenth and early twentieth centuries, Canton Village/South Canton had surpassed the original Canton Center as the commercial and institutional center and remains so to the present as Canton Center.

Washington Street was originally a native trail adapted by the colonial settlers in the mid- to late seventeenth century. Washington Street was laid out as the north-south route connecting the Blue Hill Summit settlement in the north end of Canton with the villages to the south, primarily Ponkapoag Plantation, Packeen Plain (the original Canton Center), and later South Canton. Several taverns and small mills were established along Washington Street in the early eighteenth century, which crossed over the east branch of the Neponset River near present-day Revere Street. The road network was expanded in the late eighteenth to early nineteenth centuries linking Washington Street with other road networks like Turnpike Street (Route 138) via cross roads like Bolivar Street (MHC 1979:3-4).

Residential development in and around the Canton Center Area grew with the expansion of industry. Located just south of the district's southern boundary was the Kinsley Iron and Machine Company (not extant) established in the late nineteenth century. The Revere Copper Works, later the Plymouth Rubber Company, located west of Washington Street on Revere Street and out of the area's boundary, began operation in the early-nineteenth century by Paul Revere (Krim 1999). In reaction to the establishment of these larger industrial complexes, the working class and immigrant populations grew in South Canton throughout the rest of the nineteenth and into the early twentieth century. The worker housing developed during that time was dominated by vernacular, side-hall plan cottages with Greek Revival, Italianate, and Second Empire details like the residences found on Savin Hill, Centre, and Traverse streets and Ames Avenue. Several houses were built along the spur of the Stoughton Branch Railroad near present-day Ames Street. These houses are primarily vernacular with some Colonial Revival detailing like 23-25 Ames Avenue and the Charles Grimes House at 36 Ames Avenue (CAN.312). Several mill owners and professionals constructed houses along Washington Street north of the Revere Works as well. Many of these houses, such as the Judge Thomas E. Grover House at 776 Washington Street (CAN.168) and Carriage House (CAN.169) constructed in the Stick Style ca. 1880, were converted to mixed-use professional offices and residences in the twentieth century. A prominent citizen in the area was Lyman Kinsley, third generation owner of the Kinsley Iron and Machine Company, who owned large amounts of residential and commercial property in South Canton along Washington Street in the mid- and late nineteenth century (Walling 1855). Oliver Ames of nearby Easton and his heirs succeeded Kinsley as president of the company in 1859 until its close in 1909. Members of the Ames family also owned several properties along Washington Street, including a few of the properties possessed earlier by Kinsley (Sherman 1876).

Commercial development in South Canton also expanded through the nineteenth century; however it emerged primarily along Washington Street south of the Neponset River, not within the boundary of the Canton Center Area. In 1855 the Canton Center Area included the Neponset Bank and a single store near the South Canton Railroad Station (Walling 1855). By 1896 commercial ventures in the area expanded to include several grocers and markets, a plumbing supply store, the Wellington Hotel, and a bakery (Sanborn 1896) in a block known as Washington Square. Washington Square was demolished ca. 1995 and replaced with a multiple-unit condominium complex and the original, wood-frame bank building was replaced by a concrete block building in the twentieth century.

Unlike the commercial area south of the Neponset River, the portion of Washington Street at Canton Center between Chapel Street and Revere Street contained a high concentration of institutional buildings. The earliest is the Canton Town Hall, or Memorial Hall, at 801 Washington Street (CAN.103; MHC DOE 1997). The Gothic Revival style hall was designed by Stephen Carpenter Earle of Worcester and constructed in 1878 as a memorial to the soldiers who died in the Civil War Casualties from Canton. Earle was most known for the design of churches and other civic buildings throughout

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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New England, but this is possibly the only town hall he designed (Withey 1970; Bergen 1997). Just south of the town hall is the Classical Revival Canton Public Library at 786 Washington Street (CAN.78; MHC DOE 2001) designed by Boston architectural firm Winslow and Bigelow and constructed in 1901 by L.P. Soule and Son of Boston. The structure and property was donated to the town by philanthropist Augustus Hemenway. In response to the rise of the population of Canton in the early twentieth century, the construction of a new high school building was proposed. The site of the former estate of Frank M. Ames at the intersection of Revere and Washington Streets was selected and, with the assistance of a large contribution from Augustus Hemenway, the Hemenway School, or Canton High School (CAN.77) designed in the Classical Revival style by Thomas M. James Company of Boston was opened in 1911 (Healey 2012). The school now serves as an elderly housing complex with a large addition on the west (rear) elevation. The Main Canton Branch of the U.S. Post Office (CAN.106) was built across from the high school in 1935. The building's construction was overseen and administered by the Works Progress Administration (WPA). During that time Louis A. Simon was serving as the Supervising Architect in the U.S. Department of the Treasury and directed the construction of many civic buildings, including the Canton Post Office, for the WPA. Concurrently, the telephone was beginning to gain popularity and in 1937 the first dedicated Telephone Exchange building in Canton was constructed at the northwest corner of Washington and Sherman Streets. This Classical Revival style building now serves as a doctor's office.

In 1861, the Saint John the Evangelist Catholic parish was established in Canton by Father John Flatley. There had been a small Catholic population in Canton since the early nineteenth century; however, with the influx of Irish immigrants to work in the multiple industries thriving in the area, a larger permanent structure was needed for services. In 1862, the Catholic diocese purchased the estate of Frank M. Ames at and built the Saint John the Evangelist Church in 1867 (not extant) and the Rectory (CAN.231) in 1889 (Canton 1997). The former Trinity Episcopal Church (CAN.86) constructed in 1897. The design of the rubble-stone, late-Gothic Revival church is attributed to Reverend Hermon Gaylord Wood, a missionary of the Diocese of Massachusetts who was responsible for the construction of five small fieldstone churches across eastern Massachusetts. The congregation moved to a new building by 1970 and the Schlossberg and Son funeral home now utilizes the building as funeral chapel (Viens 1993).

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INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

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1911 *Map of Canton, Massachusetts.* On file, Massachusetts State Library, Boston, MA.

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INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

 See data sheet
AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	19 Ames Avenue	ca. 1900	Shingle Style		C
	Residence	23-25 Ames Avenue	ca. 1900	Colonial Revival	4	C
CAN.317	Kinsley Iron and Machine Company Tool Shed/Michael Keliher – George O’Brien House	29 Ames Avenue	ca. 1880	Vernacular		C
CAN.313	Charles Grimes – Isabella Grenham House	38 Ames Avenue	ca. 1918	Bungalow		C
CAN.312	Charles Grimes House	36 Ames Avenue	ca. 1915	Colonial Revival	5	C
CAN.311	Kinsley Iron and Machine Company Worker Housing	34 Ames Avenue	ca. 1850	Vernacular		C
	Residence	54 Ames Avenue	ca. 1900	Vernacular		C
CAN.301	Elbridge G. Holmes House	24 Centre Street	ca. 1870	Italianate		C
	Residence	32 Centre Street	ca. 1860	Greek Revival	3	C
	Residence	40 Centre Street	ca. 1850	Greek Revival		C
	Residence	31 Savin Hill Street	ca. 1880	Italianate		C
	Residence	2 Traverse Street	ca. 1860	Greek Revival		C
	Residence	12 Traverse Street	ca. 1850	Italianate		C
CAN.77	Hemenway School – Canton High School	660 Washington Street	1911	Classical Revival	1	C
CAN.106	U.S. Post Office – Canton Main Branch	661 Washington Street	1935	Classical Revival	8	C
CAN.231	Saint John the Evangelist Church Rectory	700 Washington Street	ca. 1889	Colonial Revival	1	C
	Saint John the Evangelist Church	700 Washington Street	ca. 1965	Contemporary		NC
	Saint John the Evangelist Elementary School	700 Washington Street	ca. 1960	N/A		NC
	Commercial Building	710 Washington Street	ca. 1970	N/A		NC
CAN.165	William Billings House	726 Washington Street	1836	Greek Revival		C
CAN.232	Zeno Wright House	741 Washington Street	ca. 1848	Greek Revival		C
CAN.166	Samuel M. Capen House	742 Washington Street	ca. 1880	Queen Anne		C

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
CAN.233	J. Mann House	751 Washington Street	ca. 1850	Greek Revival		C
CAN.167	Joseph Leavitt – Dr. A. R. House	756-758 Washington Street	1846	Greek Revival		C
CAN.168	Judge Thomas E. Grover House	776 Washington Street	ca. 1880	Stick Style		C
CAN.169	James Billings Carriage Barn	780 Washington Street	ca. 1842	Colonial Revival		C
CAN.170	Judge Thomas E. Grover Carriage Barn	782 Washington Street	ca. 1880	Stick Style		C
CAN.78	Canton Public Library	786 Washington Street	1901	Classical Revival	7	MHC-DOE; C
	Canton Telephone Exchange	800 Washington Street	1937	Classical Revival	2	C
CAN.103	Canton Town Hall – Memorial Hall	801 Washington Street	1878	Gothic Revival	6	MHC-DOE; C
CAN.234	Francis W. Deane – Charles H. French House	814 Washington Street	ca. 1850	Colonial Revival		C
CAN.86	Trinity Episcopal Church	824 Washington Street	1897	late Gothic Revival	9	C

MHC-DOE Property was determined eligible for the National Register by the Massachusetts Historical Commission

C Contributing property to the area

NC Non-contributing property to the area

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet



Telephone Exchange Building (800 Washington Street) and Canton Public Library (786 Washington Street) on right. View looking south from Canton Town Hall (801 Washington Street).



32 Centre Street. view looking north.

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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See data sheet



23-25 Ames Avenue, view looking south.



Charles Grimes House (36 Ames Avenue), view looking northeast.

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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Canton Town Hall (801 Washington Street), view looking northeast from Washington Street at Sherman Avenue.



Canton Public Library (786 Washington Street), view looking northwest.

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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See data sheet



Canton Branch of U.S. Post Office (661 Washington Street), view looking northeast.



Trinity Episcopal Church (824 Washington Street), view looking northwest.

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

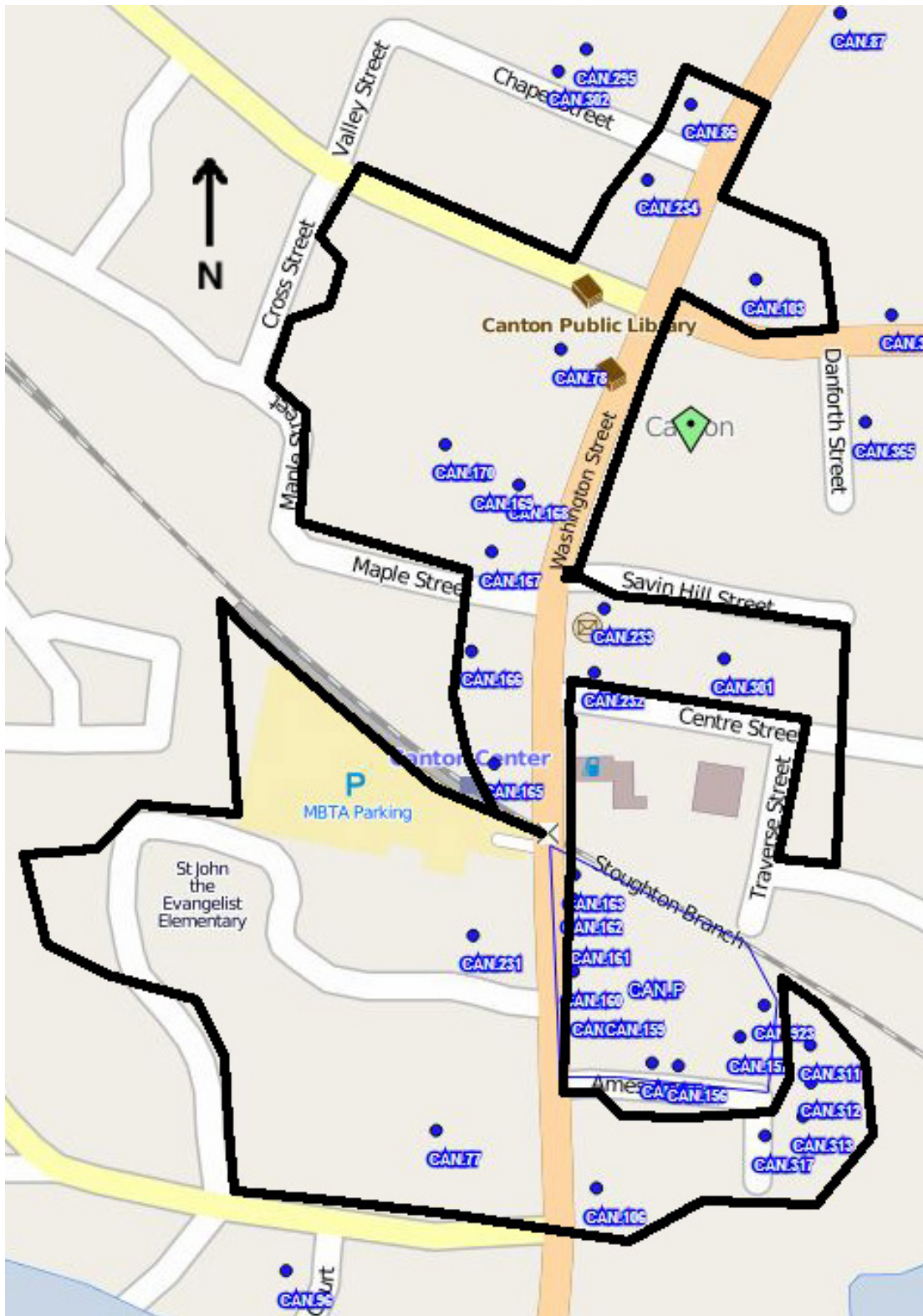
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

AREA MAP



- MHC Inventory
- National Register Listed

— = area boundary

*not to scale

Information from
MACRIS Maps 2.0 Beta

<http://maps.mhc-macris.net/>

INVENTORY FORM A CONTINUATION SHEET

CANTON

WASHINGTON STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Quinn R. Stuart, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012
The criteria that are checked in the above sections must be justified here.

The Washington Street Area is recommended eligible for listing in the National Register at the local level under Criterion A in the area of Community Planning and Development for its role in the growth and development of the historic Canton town center from its early settlement period through the twentieth century, and under Criterion C in the area of Architecture for its collection of nineteenth and twentieth century residential and institutional buildings that represent a range of architectural styles and levels of ornamentation and form a coherent unit. The area encompasses and extends the Canton Center Area (CAN.L; MHC DOE 1991) and includes two individual properties Canton Town Hall, or Memorial Hall (CAN.103; MHC DOE 1997) and the Canton Public Library (CAN.78; MHC DOE 2001), a historic district and individual properties that were previously determined eligible for National Register listing by MHC.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Easton

Place (*neighborhood or village*): North Easton

Name of Area: Holmes-Linden Streets Area

Present Use: Residential

Construction Dates or Period: mid-19th c. – late 19th c.

Overall Condition: Good

Major Intrusions and Alterations: None

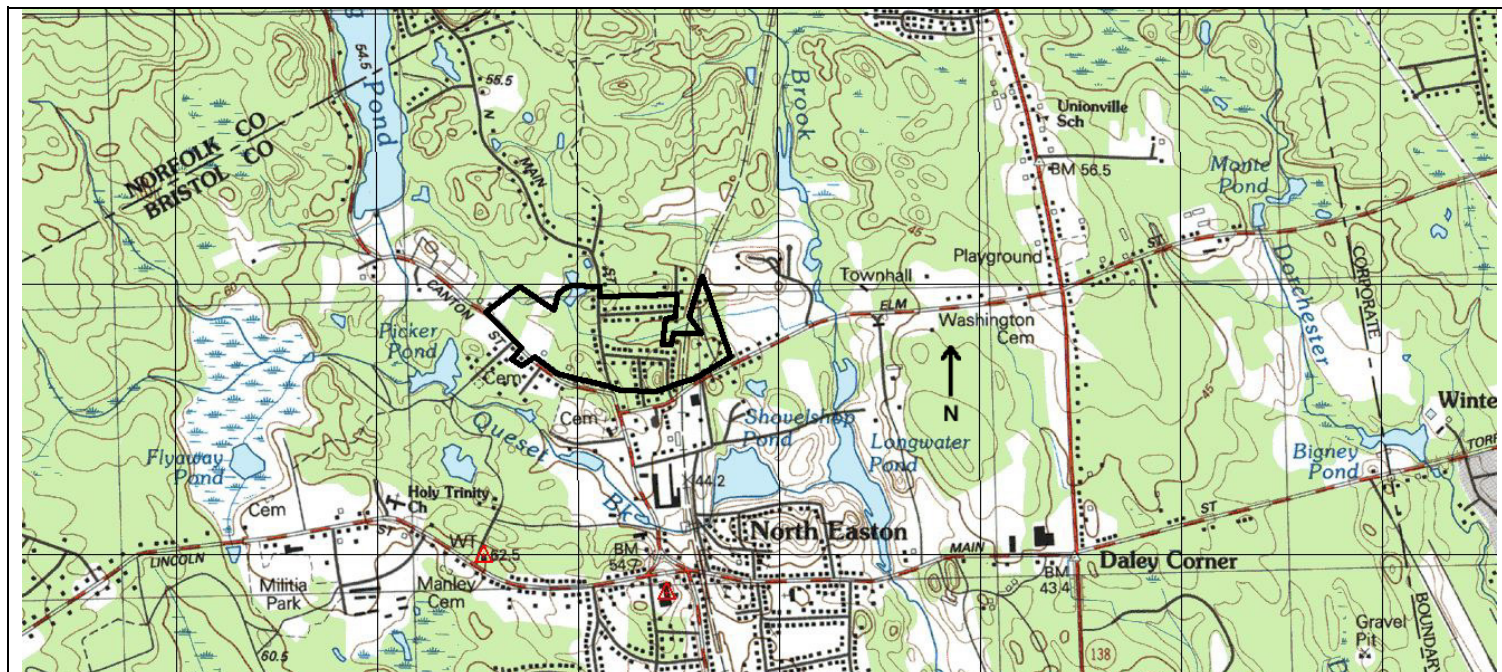
Acreage: Approx. 35

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

EASTON

HOLMES-LINDEN STREETS AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Holmes-Linden Streets Area is a cohesive grouping of residential buildings that is bounded by Holmes Street to the North, Mullen Lane to the east, the North Easton Historic District (NR listed 11/3/1972) to the south, and Brookside Avenue to the west. This area encompasses approximately 400 feet of the MBTA Stoughton Railroad ROW. The majority of buildings in the neighborhood consist of simple, one to two-story wood-frame residences constructed in the early nineteenth to early twentieth centuries to house middle class tradesmen and workers employed at the Ames Shovel and Tool Company (multiple MHC numbers) outside the area at 28 Main Street and other factories historically located in North Easton. The area includes 78 properties of which 74 contribute to its historic and architectural significance.

Prevalent architectural styles and building forms include single-family, Greek Revival, Italianate, Queen Anne, and Bungalow houses notably along Linden and Holmes streets and Mullen Lane. Perhaps the earliest of the residences is the Edwin S. Russell House at 31 Canton Street, a one-and-one-half-story, center-hall Cape with an attached one-and-one-half-story New England style barn. It was originally constructed in the early nineteenth century and retains much of its original material. The majority of the nineteenth-century houses were designed for single, working families and have understated ornamentation most commonly represented in porch details as represented by 23 Linden Street and 43 North Main Street. Houses along the Canton Street, numbers 1 through 29 Canton Street, from this period are arranged close together, with similar set-back from the road and lot size. Styles and forms are dominated by center-hall Cape and side-hall, front-gable cottages. The Queen Anne style is represented by the Henry Holmes House, 39 North Main Street, which displays decorative eaves trim and a spindlework porch. A cluster of three similar early-twentieth-century Bungalows with characteristic front porches under the roof line, shed dormers, and exposed rafter tails is located at 22, 24, and 25 Holmes Street.

A few houses were designed and built as multi-family dwellings by nearby manufacturing companies. Examples of this type include the three houses at 1, 3, and 5 North Main Street constructed by the O. Ames & Sons Company in the mid- to late nineteenth century. William King owned several residences scattered throughout the area. These Ames buildings are different from other Ames Company housing in Easton, such as the tenements in the Andrews - Mechanic Streets Area (EST.V) and on Elm Street near the factory buildings that were designed in a distinct T-shape duplex fashion and organized in a regimented row with equal set-back from the street. The three residences on North Main Street are arranged in an irregular group and have varied massing; one with a T-shape plan, one with an L-shape plan, and one rectangular. They range from one-and-one-half-story to two stories and appear, based on architectural features, to pre-date the duplexes on Elm Street.

HISTORICAL NARRATIVE

The northern section of Easton was originally developed during the second wave of town settlement about 1700 directly north of what is now South Easton Green. The growth of the village moved northward from the Green along Washington Street, with secondary roads leading to Bay Road and in the direction of Taunton and Boston. When Easton was incorporated as a town in 1725 there were only about 60 families living in the area, heavily concentrated around the Green and Washington Street. In the mid-eighteenth century Canton, Main, and Lincoln streets in North Easton were laid out to connect the town with Stoughton and the Massachusetts Bay Path. Although some farming occurred in outlying areas, industry was the main economic force in Easton, centered around Furnace Village in the eastern portion of town and North Easton. The industrial success in the north resulted in a shift of the town's civic center from Easton Center to North Easton in the second half of the nineteenth century. Many civic buildings, including the Oakes Ames Memorial Hall

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(EST.1) (1879-81) and the Ames Free Library (EST.3) (1883), designed by H.H. Richardson and located in the H.H. Richardson Historic District (National Historic Landmark 1987) were constructed during this time (Easton 2008; MHC 1981).

Multiple industrial ventures were established in North Easton in the early- to mid-eighteenth century, including an iron forge, saw mills, and a grist mill. However, the only industries within the Holmes-Linden Street Area were the William King Awl Factory on King Street and the R.G. Randall Boot Shop on North Main Street north of Holmes Street. William King built his factory ca. 1850 and residence (28 Linden Street) ca. 1860 on what was known as King Street, now Linden Street. He also constructed multiple residences on North Main and Pleasant streets, presumably for employee housing. By 1890, King had sold portions of his property along North Main Street for residential development. Randall had sold his property to E.W. Gilmore, a local industrialist, by 1886. The property's use under Gilmore's ownership is undetermined, but many residents along North Main Street are listed as working in the shoe manufacturing industry, likely nearby (Beers 1871; Walker 1886; Everts and Richards 1895; US Census 1890).

Gilmore also owned a hinge factory off North Main Street just south of the Holmes-Linden Streets Area. His factory was second only to the Ames Shovel Company established in 1803, also located just south of the area boundary. Although neither operation had any of their manufacturing facilities within the boundary, both companies owned property of the area in the form of worker housing. At the beginning of the nineteenth century, a surge in immigrant population, especially Irish immigrants, led to a need for more residential housing. Many duplex houses and tenements, primarily owned by the Ames company, were constructed throughout North Easton. As the immigrant population settled, many purchased land and built their own single-family homes, like Timothy Galvin, an Irish immigrant who purchased land from King ca. 1890 and constructed a house on the west side of North Main Street. Galvin built a second house adjacent to the first ca. 1900 and rented it to his son John Galvin. Both Galvins were involved in the shoe making industry in Easton. The Irish population remained the dominant ethnicity in North Easton into the late nineteenth century, and was joined by a high concentration of Swedish and Canadian immigrants, who settled elsewhere in town (Beers 1871; Walker 1886; MHC 1981; Everts and Richards 1895).

The oldest structures in the district are located on Canton Street, most notably the Edwin S. Russell House and Barn at 31 Canton Street constructed in the early nineteenth century. Russell was a farmer and bootmaker, whose heirs sold the property to Oliver Ames and Sons Corporation in the late nineteenth century. The property on the north side of Canton Street between the Russell House and North Main Street was primarily developed between the mid- and late-nineteenth-century for single-family residences. Most of the families who resided there were skilled tradesmen working in the local shovel and awl factories. These families were primarily Irish or of Irish decent (Anon.1851; Walling 1858; Beers 1871; Walker 1886; Everts and Richards 1895; US Census 1850, 1880).

Holmes Street, originally known as Gilmore Lane, was laid out near the original site of Randall's Boot Shop and housing lots were sold by Gilmore's heirs in the late-nineteenth and early-twentieth centuries. The street was later renamed for Henry Holmes, who owned the house at the southeast corner of Holmes and North Main streets. Concurrently, Linden and King streets were also being developed with residential lots. Between 1885 and 1895, approximately 15 new single-family houses were constructed along these streets (Everts and Richard 1895).

Residential development continued into the twentieth century, filling in between existing structures. Most of these homes were owner occupied; in contrast to the worker tenements owned by the Ames Corporation along Elm and Mechanics Streets. Although the historic factories have ceased operations in North Easton, the residential character of the Holmes-Linden Streets Area remains relatively unaltered with little modern infill.

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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	1 Canton Street	ca. 1930	Four-square		C
	Willis, J. House	7 Canton Street	ca. 1860	Greek Revival Cape		C
	Tilden, Mrs. F. House	9 Canton Street	ca. 1870	Greek Revival		C
	Sunbery, G. House	13 Canton Street	ca. 1870	Italianate		C
	White, Mrs. Latitia House	17 Canton Street	ca. 1870	Vernacular		C
	Residence	19 Canton Street	ca. 1880	Vernacular		C
	Welch, Mrs. Margaret House	21 Canton Street	ca. 1870	Italianate		C
	McEntee, James House	23 Canton Street	ca. 1870; ca. 1980	Vernacular - altered		NC
	McEntee, Patrick House	25 Canton Street	ca. 1870	Italianate	1	C
	Murphy, Mrs. Hannah House	27 Canton Street	ca. 1860	Greek Revival	1	C
	Hefferman, James House	29 Canton Street	ca. 1860	Cape	1	C
	Russell, Edwin S. House	31 Canton Street	ca. 1830	Cape	3	C
	Russell, Edwin S. Barn	31 Canton Street	ca. 1830	Vernacular	3	C
	Residence	7 Holmes Street	ca. 1900	Vernacular		C
	Residence	10 Holmes Street	ca. 1890	Italianate		C
	Residence	11 Holmes Street	ca. 1910	Vernacular		C
	Residence	12 Holmes Street	ca. 1910	Vernacular		C
	Residence	13 Holmes Street	ca. 1930	Colonial Revival		C
	Residence	14 Holmes Street	ca. 1910	Queen Anne		C
	Residence	15 Holmes Street	ca. 1940	Cape		C
	Residence	18 Holmes Street	ca. 1910	Vernacular		C
	Residence	20 Holmes Street	ca. 1910	Vernacular		C
	Residence	21 Holmes Street	ca. 1920	Vernacular		C
	Residence	22 Holmes Street	ca. 1920	Bungalow	5	C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	24 Holmes Street	ca. 1920	Craftsman Bungalow	5	C
	Residence	25 Holmes Street	ca. 1920	Bungalow		C
	Residence	9 King Avenue	ca. 1990	Colonial Revival		NC
	Residence	11 King Avenue	ca. 1890	Italianate		C
	Residence	15 King Avenue	ca. 1890	Italianate		C
	Marshall, J.H. House	19 King Avenue	ca. 1880	Queen Anne		C
	Residence	21 King Avenue	ca. 1890	Vernacular		C
	Residence	25 King Avenue	ca. 1890	Queen Anne		C
	Residence	31 King Avenue	ca. 1890	Vernacular		C
	Residence	1 Linden Street	ca. 1970	Ranch		NC
	Residence	6 Linden Street	ca. 1890	Queen Anne		C
	Residence	10 Linden Street	ca. 1950	Cape		C
	Residence	11 Linden Street	ca. 1920	Cape		C
	Residence	12 Linden Street	ca. 1910	Queen Anne		C
	Residence	14 Linden Street	ca. 1910	Vernacular		C
	Residence	18 Linden Street	ca. 1910	Queen Anne		C
	Residence	20 Linden Street	ca. 1900	Vernacular		C
	Residence	23 Linden Street	ca. 1900	Queen Anne		C
	Residence	24 Linden Street	ca. 1910	Vernacular		C
	Residence	26 Linden Street	ca. 1910	Queen Anne		C
	Residence	27 Linden Street	ca. 1910	Queen Anne		C
	King, William House	28 Linden Street	ca. 1860	Greek Revival	2	C
	Flood, T. House	6 Mullen Lane	ca. 1860	Greek Revival		C
	Residence	8 Mullen Lane	ca. 1870; ca. 1990	Vernacular – altered		C
	Residence	9 Mullen Lane	ca. 1890	Vernacular		C
	Residence	11 Mullen Lane	ca. 1890	Italianate		C
	Mullen, H. House	21 Mullen Lane	ca. 1890	Vernacular		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	23 Mullen Lane	ca. 1920	Vernacular		C
	O. Ames & Sons Worker Housing	1 North Main Street	ca. 1890	Four-square		C
	O. Ames & Sons Worker Housing	3 North Main Street	ca. 1870	Cape		C
	O. Ames & Sons Worker Housing	5 North Main Street	ca. 1860	Cape		C
	Residence	12 North Main Street	ca. 1870	Greek Revival		C
	Murphy, John House	16 North Main Street	ca. 1890	Italianate		C
	Galvin, Timothy House	18 North Main Street	ca. 1890	Italianate		C
	Galvin, John House	20 North Main Street	ca. 1900	Italianate		C
	McEntee, John House	24 North Main Street	ca. 1890	Cape		C
	Residence	27 North Main Street	ca. 1890	Queen Anne		C
	William King Worker Housing	30 North Main Street	ca. 1850	Cape		C
	Residence	36 North Main Street	ca. 1910	Queen Anne		C
	Holmes, Henry House	39 North Main Street	ca. 1900	Queen Anne	4	C
	Residence	42 North Main Street	ca. 1850	Cape		C
	Residence	43 North Main Street	ca. 1890	Cape		C
	Residence	44 North Main Street	ca. 1890	Italianate		C
	Residence	6 Pleasant Street	ca. 1940	Colonial Revival Cape		C
	Residence	7 Pleasant Street	ca. 1930	Colonial Revival Cape		C
	Residence	8 Pleasant Street	ca. 1940	Colonial Revival Cape		C
	Residence	9 Pleasant Street	ca. 2000	Colonial Revival		NC
	Residence	10 Pleasant Street	ca. 1920	Colonial Revival Bungalow		C
	Residence	11 Pleasant Street	ca. 1900	Italianate		C
	William King Worker Housing	12 Pleasant Street	ca. 1860	Vernacular		C
	Residence	15 Pleasant Street	ca. 1900	Italianate		C
	Residence	16 Pleasant Street	ca. 1900	Vernacular		C

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	17 Pleasant Street	ca. 1900	Italianate		C
	Residence	18 Pleasant Street	ca. 1900	Queen Anne		C
	Residence	19 Pleasant Street	ca. 1900	Italianate		C

C Contributing property to the area
NC Non-contributing property to the area

There are no properties previously listed in MACRIS or shown on the MACRIS Maps 2.0 Beta, <http://maps.mhc-macris.net>.

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William King House, 28 Linden Street, view looking northeast.



Edwin S. Russell House and Barn, 39 Canton Street, view looking northeast.

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Henry Holmes House, 39 North Main Street at the corner of Holmes Street, view looking northeast.



22 and 24 Holmes Street, view looking northwest.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Quinn R. Stuart and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Holmes-Linden Streets Area is recommended eligible for listing in the National Register at the local level under Criterion A in the area of Community Planning and Development for its associations with the residential and industry related housing development of North Easton, and under Criterion C in the area of Architecture as an intact neighborhood of nineteenth- through early-twentieth-century skilled tradesmen workers and middle class housing, including good examples of period styles and forms.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town/City: Easton

Place (neighborhood or village): North Easton

Photograph



Name of Area: Center Street Area

Present Use: Residential

Construction Dates or Period: early 19th c. – early 20th c.

Overall Condition: Good

Major Intrusions and Alterations: None

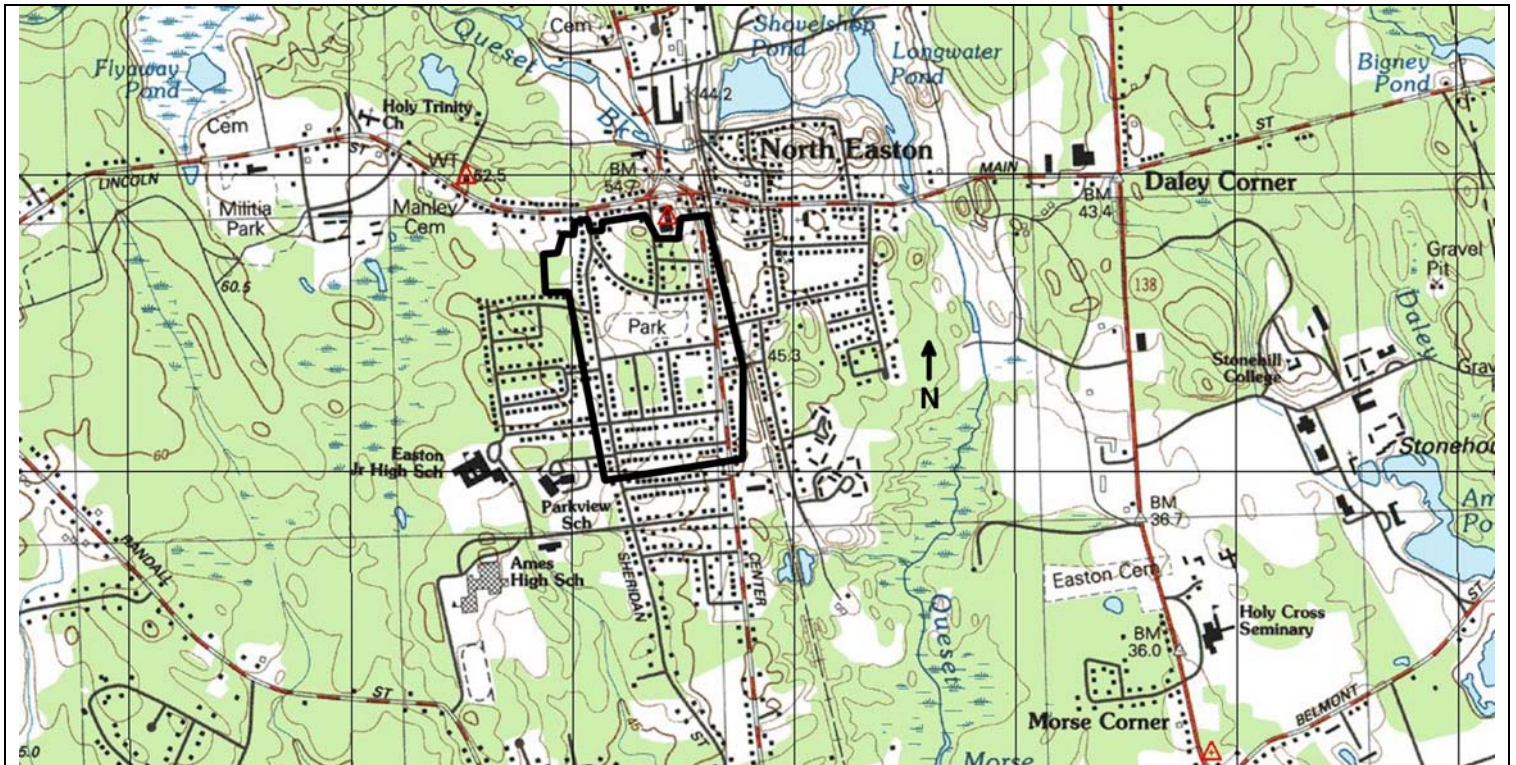
Acreage: Approx. 140

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (month/year): December, 2012

Locus Map



☐ see continuation sheet

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- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Center Street Area is a roughly rectangular area bounded by the North Easton Historic District (NR listed 11/3/1972) to the north, the MBTA Stoughton Line right-of-way to the east, Spooner Street to the south and Sheridan Avenue to the west. The residential streets are laid out around a park established in 1930. The area includes 203 properties, of which 177 contribute to its historic and architectural significance.

Development in the area began along Center and Day streets in the mid-nineteenth century and continued to spread southeast between Sheridan Avenue and Center Street in the latter half of the nineteenth century and into the twentieth century. Park, and Spooner streets and Columbus Avenue were laid out in the late nineteenth century with rectangular lots of uniform size for modest residences. Some examples of mid-nineteenth-century worker housing are located at 56, 60 and 62 Day Street; however, the majority of the area consists of a one-and-one-half-story to two-and-one-half-story single-family residences constructed in the mid-nineteenth to mid-twentieth centuries for factory workers and professionals. These simple, wood-frame side-hall and Cape Cod cottages, like those found along Sheridan Avenue and Hayward Street, have varying degrees of Gothic Revival, Greek Revival, Italianate, Second Empire, Queen Anne, and Colonial Revival ornamentation. High style examples of these styles are found primarily along the northern end of Sheridan Avenue, and Center and Day streets. Early and mid-twentieth-century buildings are located along Columbus and Spooner streets and infilled vacant lots throughout the area.

Although residential architecture dominates the district, there are a few scattered commercial buildings that primarily date to the late-nineteenth and early-twentieth centuries along Center and Park streets. Louis Adams Frothingham Memorial Park, an open green space with recreational and maintenance facilities, was laid out in 1930 between Park Street and Sheridan Avenue. The Louis Adams Frothingham Memorial Park Gates and Marker (EST.909 and EST.910) are located on Sheridan Avenue. There is also one religious property in the area, Saint Mark's Episcopal Church, at the corner of Center and Columbus Streets. This church was originally constructed in ca. 1890 in the Queen Anne style as the First Baptist Church and renovated ca. 1940 after a major fire. The only institutional building in the area, the Ames Gymnasium-Frothingham Hall at 15 Barrows Street, was originally built ca. 1900 to accompany the Oliver Ames High School directly across the street. The gymnasium was renovated into the headquarters of the Red Cross and used as a Legion Hall in the 1920s. Some of the buildings in the area have been altered by the installation of synthetic siding and replacement of original doors and windows, but they retain their original forms, architectural ornamentation, and setting within the streetscape and overall grouping of buildings.

HISTORICAL NARRATIVE

The north section of Easton was originally developed during the second wave of settlement around 1700 directly north of what is now South Easton Green. The growth of the village moved northward from the Green along Washington Street, with secondary roads leading to Bay Road and Taunton and Boston beyond that. When Easton was incorporated as a town in 1725 there were only about 60 families living in the area, heavily concentrated around the Green and Washington Street. In the mid-eighteenth century Canton, Main and Lincoln streets in North Easton were laid out to connect the town with Stoughton and the Massachusetts Bay Path. Although some farming occurred in outlying areas, industry was the main economic force in Easton, centered around Furnace Village in the eastern portion of town and North Easton. The industrial success in the north resulted in a shift of the town's civic center from Easton Center to North Easton in the

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second half of the nineteenth century. Many civic buildings, including the Oakes Ames Memorial Hall (EST.1) (1879-81) and the Ames Free Library (EST.3) (1883), designed by H.H. Richardson and located in the H.H. Richardson Historic District, National Historic Landmark 1987 were constructed during this time (Easton 2008; MHC 1981).

The development of North Easton was due largely to the Oliver Ames & Sons Corporation, a shovel manufacturer, which established the Ames Shovel Works_ in 1803 off North Main Street. The Ames family contributed to the economic and social stability of the area offering employment to residents and funds for the construction of churches, a railroad station and civic structures, including a town hall, library, school, and community center. Ames Corporation also built extensive worker housing throughout North Easton, but primarily concentrated around Elm, Oliver, and Lincoln streets. These structures are now part of the North Easton Historic District (NR listed 1972) (Brown 1972).

The residential neighborhood to the south focused on Center Street and grew similarly to the North Easton Historic District, but lacked the large scale industrial and civic structures. Center Street was laid out in the late eighteenth century as a connection between Easton Center and North Easton. Few houses were scattered along the street into the mid-nineteenth century. By 1871, the north end of Center Street, near the intersection with Main Street in North Easton, contained multiple residences built on relatively small lots. Day Street, which connects Lincoln and Center Streets; Barrows Street, which connects Day and Lincoln Streets; and Oakland Street were platted with larger lots than on Center Street. Several of the buildings were constructed as residences for prominent Easton citizens. Sanford B. Strout, who was clerk and treasurer Easton from 1873 to 1876, built his house at 7 Oakland Street. He left Easton soon after and became Post Master in Evergreen, AL and the house was purchased by J.C. Goward. The Goward family owned multiple properties in the area, including 38, 40, and 99 Center Street. Josiah G. Goward owned the property at 63 Center Street which consisted of a house and slaughter house (not extant). One of the most notable residents, who lived in one of the area's most high-style houses at 37 Center Street (EST.45), was Rear Admiral George F.F. Wilde. Wilde attended the Naval Academy at Annapolis and was the commander on the U.S.S. *Dolphin*; the first steel vessel to circumnavigate the globe between 1885 and 1888.

Sheridan, Walnut (now Park), Hayward, and Belmont (now Spooner) streets, along with Columbus Avenue, were all laid out ca. 1890. Most of the early construction focused around Columbus Avenue and Park Streets. Lots relatively equal in size and shape were platted for construction of single-family homes. Residents along these streets were former renters of the company housing owned by the Ames Corporation or other wealthy businessmen. Some houses in this area were built on speculation by builders like George H. Dewitt. Dewitt was a carpenter and then opened a lumber yard and building supply store at the corner of Park and Center Streets ca. 1900. His houses, some he sold and some he rented, are located along Center Street and Columbus Avenue. At the turn of the twentieth century, the residents of Columbus Avenue were employed in a variety of trades including a fish dealer, baker, barber, bookkeeper, painter, and in the shoe and shovel industry. Residential construction during the early to mid-twentieth century resulted in the filling in of the neighborhood with modest, single-family homes.

South of Day Street is the Louis A. Frothingham Memorial Park, which stretches between Center Street and Sheridan Street. Louis A. Frothingham was a Boston lawyer who served in the U.S. House of Representatives from 1921 to 1928. He married Mary Shreve Ames (Frothingham), daughter of Frederick Lothrop Ames, of North Easton in 1916. The couple purchased the Anna A. Ames Gymnasium (15 Barrows Street) to function as a headquarters for the Red Cross and the American Legion. Louis Frothingham died suddenly in 1928, and Mrs. Frothingham decided to create a park in memory of her husband. She purchased the land from Josiah Goward, which already contained a pond he used to harvest ice for his slaughter house. Mrs. Frothingham hired Joseph Lee of Harvard University to design the park, which contained tennis courts, practice fields, baseball diamonds, a field house, gym equipment and a wading pond. The park was dedicated September 27, 1930. Joseph Lee (1862-1937), trained as a lawyer but practiced as a social worker, author, and philanthropist. He dedicated much of his life to strengthening communities through playgrounds and play, eliminating social problems, and promoting social legislation. He was often referred to as "the grandfather of play" and was the

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founder and President of the Massachusetts Civic League from 1897 to 1937 (MHS nd; Vogler 2005). As memorial to her husband, a large boulder with a bronze plaque (EST.910) was installed and a formal gated entrance (EST.909) was placed at the corner of Park and Sheridan streets. The park became a center for recreational and social activity in Easton and had a full time overseer who lived in a cottage built by Mrs. Frothingham (46 Sheridan Street). The pond was filled in 1936 for safety reasons. Much of the park remains the same today as it was originally designed.

There was very little commercial development within the area. Besides George Dewitt's lumber yard and Josiah Goward's slaughter house, the only other significant business was William A. Wheaton's Carriage Factory at 110 Center Street. The complex later housed a blacksmith and wheelwright and painting company, and currently serves as the restaurant. There were several shops located within residences throughout the area, such as the bakery with a full size oven at 70 Center Street. The bakery and oven were converted to living space by 1925. The area has remained relatively unaltered since the early twentieth century, retaining its primarily residential neighborhood character and setting.

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Walling, Henry F.

1858 *Bristol County, Massachusetts.* On file, State Library of Massachusetts, Special Collections, Boston, MA.**AREA DATA SHEET**

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Ames Gymnasium – Frothingham, Louis A. Memorial Hall	15 Barrows Street	ca. 1900	Colonial Revival	6	C
	Ames, Mrs. R.L. House	16 Barrows Street	ca. 1890	Italianate		C
	Residence	19 Barrows Street	ca. 1900	Italianate		C
	Residence	23 Barrows Street	ca. 2000	Colonial Revival		NC
	Residence	25 Barrows Street	ca. 1900	Vernacular		C
	Goward, E.T. House	27 Barrows Street	ca. 1890	Italianate		C
	Goward, E.T. House	28 Barrows Street	ca. 1890	Italianate		C
	Goward, E.T. House	29 Barrows Street	ca. 1890	Italianate		C
	Goward, E.T. House	30 Barrows Street	ca. 1890	Italianate		C
	Goward, E.T. House	31 Barrows Street	ca. 1890	Italianate		C
	Thayer House	24 Center Street	ca. 1860	Vernacular/ Cape		C
	Southward, L.C. House	28 Center Street	ca. 1880	Vernacular		C
	Wait, L.N. House	29 Center Street	ca. 1840	Greek Revival/ Cape		C
	Sisson, L. House	34 Center Street	ca. 1870	Italianate		C
	Residence	36 Center Street	ca. 1890	Queen Anne		C
EST.45	Wilde, Admiral George F.F. House	37 Center Street	1885	Second Empire	3	C
	Goward, W.K. House	38 Center Street	ca. 1880	Italianate		C
	Goward, J.F. House	40 Center Street	ca. 1860	Italianate		C
	Residence	43 Center Street	ca. 1930	Tudor Revival – altered		C

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Lillie, B.C. House	44 Center Street	ca. 1860	Vernacular		C
	Kelley, S.K. House	45 Center Street	ca. 1880	Italianate		C
	Howard, J. – Packard, Mary House	46 Center Street	ca. 1860	Vernacular		C
	Day, Oliver A. House	47 Center Street	ca. 1860	Italianate		C
	Strout – Randall House	48 Center Street	ca. 1860	Italianate		C
	Carr, Charles House	49 Center Street	ca. 1860	Gothic Revival		C
	Withington, George G. House	50 Center Street	ca. 1880	Italianate		C
	Packard – McNamara House	52 Center Street	ca. 1860	Greek Revival (Italianate additions)		C
	Dana, N.B. House	53 Center Street	ca. 1860	Vernacular		C
	Dana, G.R. House	55 Center Street	ca. 1880	Italianate		C
	Staples, William House	56 Center Street	ca. 1860	Greek Revival		C
	Residence	57 Center Street	ca. 1905	Queen Anne - altered		C
	Packard, Mrs. C. House	62 Center Street	ca. 1880	Queen Anne		C
	Wait, W.P. – Goward, J.F. House	63 Center Street	ca. 1860	Italianate		C
	Residence	64 Center Street	ca. 1910	Queen Anne		C
	Alger House	66 Center Street	ca. 1870	Vernacular		C
	Residence	68R Center Street	ca. 1880	Italianate		C
	Residence	70 Center Street	ca. 1880	Vernacular		C
	Keith, G.E. House	71-73 Center Street	ca. 1880	Italianate		C
	Willis House	74 Center Street	ca. 1860	Vernacular		C
	Stevenson, J.P. – Barrows, J. House	75 Center Street	ca. 1860	Gothic Revival	2	C
	Bailey, James H. House	76 Center Street	ca. 1850	Greek Revival		C
	Shepard, John M. House	77 Center Street	ca. 1860	Italianate	2	C
	Mulligan, M. House	78 Center Street	ca. 1850	Greek Revival		C
	Spooner, E.P. House	79 Center Street	ca. 1880	Italianate	2	C

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Packard, Fred L. House	83 Center Street	ca. 1870	Vernacular		C
	Myers, Herman House	86 Center Street	ca. 1890	Queen Anne		C
	Myers, H. Barn	86 Center Street	ca. 1890	N/A		C
	Thompson, Horace House	87 Center Street	ca. 1870	Italianate		C
	Residence	88 Center Street	ca. 2000	Colonial Revival		NC
	Howes, Capt. Samuel Judson House	89 Center Street	ca. 1890	Queen Anne		C
	Howes Barn	89 Center Street	ca. 1890	N/A		C
	Residence	90 Center Street	ca. 1925	Craftsman		C
	Residence	92 Center Street	ca. 1950	Cape		C
	First Baptist Church - St. Mark's Episcopal Church	93 Center Street	ca. 1890	Queen Anne		C
	Spooner, R.P. House	94 Center Street	ca. 1870	Italianate		C
	Residence	98 Center Street	ca. 1920	Tudor Revival		C
	Goward - Wilbur House	99 Center Street	ca. 1880	Second Empire		C
	Randall, Oscar House	102 Center Street	ca. 1890	Vernacular		C
	Residence	106 Center Street	ca. 1890	Vernacular		C
	Wheaton Carriage Factory	110 Center Street	ca. 1885	Italianate		C
	Residence	111 Center Street	ca. 2000	Colonial Revival		NC
	Wheaton House	114 Center Street	ca. 1890	Vernacular		C
	Residence	116 Center Street	ca. 1900	Queen Anne		C
	Residence	117 Center Street	ca. 1900	Queen Anne		C
	Residence	118 Center Street	ca. 1910	Vernacular		C
	Residence	119 Center Street	ca. 2010	Vernacular		NC
	Residence	120 Center Street	ca. 1900	Vernacular		C
	Residence	121 Center Street	ca. 1950	Colonial Revival Cape		C
	Read, Lucy A. House	122 Center Street	ca. 1890	Vernacular		C
	Madan, George C. House	124 Center Street	ca. 1890	Vernacular		C

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	125 Center Street	ca. 1950	Ranch		C
	Residence	14 Chester Avenue	ca. 1960	Colonial Revival Cape		NC
	Residence	15 Chester Avenue	ca. 1960	Colonial Revival		NC
	Residence	18 Chester Avenue	ca. 1980	Dutch Colonial Revival Cape		NC
	Residence	19 Chester Avenue	ca. 1980	Colonial Revival		NC
	Littlefield House	8 Columbus Avenue	ca. 1890	Italianate		C
	Residence	10 Columbus Avenue	ca. 1900	Queen Anne		C
	Food Mart	11 Columbus Avenue	ca. 1970	N/A		NC
	DeWitt, George H. House	12 Columbus Avenue	ca. 1890	Italianate		C
	Residence	13 Columbus Avenue	ca. 1910	Vernacular		C
	Residence	14 Columbus Avenue	ca. 1890	Queen Anne	1	C
	Residence	14A Columbus Avenue	ca. 1920	Vernacular	1	C
	Residence	15 Columbus Avenue	ca. 1900	Vernacular		C
	Residence	16 Columbus Avenue	ca. 1910	Vernacular	1	C
	Robinson, H.J. House	17 Columbus Avenue	ca. 1890	Queen Anne		C
	Wells, Orion House	20 Columbus Avenue	ca. 1890	Italianate		C
	Residence	21 Columbus Avenue	ca. 1900	Vernacular		C
	Residence	22 Columbus Avenue	ca. 1960	Colonial Revival Cape		NC
	Residence	23 Columbus Avenue	ca. 1900	Queen Anne		C
	Fitzgerald, M. House	24 Columbus Avenue	ca. 1900	Vernacular		C
	Residence	25 Columbus Avenue	ca. 1900	Vernacular		C
	DeWitt, George H. House	26 Columbus Avenue	ca. 1890	Vernacular		C
	Residence	28 Columbus Avenue	ca. 1910	Queen Anne		C
	Residence	29 Columbus Avenue	ca. 1930	Colonial Revival		C
	Perry, Thomas House	30 Columbus Avenue	ca. 1890	Vernacular		C
	Hayward, William House	31 Columbus Avenue	ca. 1890	Queen Anne		C

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	32 Columbus Avenue	ca. 1890	Colonial Revival		C
	Field, R.E. House	33 Columbus Avenue	ca. 1890	Vernacular		C
	Residence	39 Columbus Avenue	ca. 1910	Queen Anne – altered		C
	Residence	1 Dailey Avenue	ca. 1960	Ranch		NC
EST.910	Frothingham, Louis Adams Park Marker	Day Street	1930	N/A		C
	Residence	3 Day Street	ca. 1910	Craftsman Bungalow		C
	Residence	6 Day Street	ca. 1950	Colonial Revival Cape		C
	Carr, G.B. House	8 Day Street	ca. 1890	Queen Anne		C
	Holley House	9 Day Street	ca. 1890	Italianate		C
	Crockett, I.H. House	12 Day Street	ca. 1890	Queen Anne		C
	Residence	14 Day Street	ca. 1900	Queen Anne – altered		C
	Lyons, J. House	24 Day Street	ca. 1870	Italianate		C
	Goward, E.T. House	25 Day Street	ca. 1890	Italianate		C
	Residence	30 Day Street	ca. 1910	Queen Anne		C
	Vaughan, John House	32 Day Street	ca. 1880	Queen Anne - altered		C
	Residence	33 Day Street	ca. 1950	Cape		C
	Lyons, J. House	34 Day Street	ca. 1860	Cape		C
	Grady, Andrew N. House	36 Day Street	ca. 1890	Italianate – altered		C
	Residence	37 Day Street	ca. 1980	Cape		NC
	Barrell, John House	43 Day Street	ca. 1880	Vernacular		C
	Grady, Andrew N. House	44 Day Street	ca. 1880	Queen Anne	5	C
	Sweeny, John House	45 Day Street	ca. 1890	Queen Anne		C
	Sweeny, John House	47 Day Street	ca. 1860	Greek Revival – altered		C
	Lyons, Daniel House	49 Day Street	ca. 1890	Italianate		C
	Residence	50 Day Street	ca. 1870	Vernacular		C
	A. Tisdale Duplex	56 Day Street	ca. 1860	Italianate		C

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	A. Tisdale Duplex	60 Day Street	ca. 1860	Vernacular		C
	Lyons, Daniel House	61 Day Street	ca. 1860	Italianate		C
	A. Tisdale Duplex	62 Day Street	ca. 1860	Italianate		C
	Commercial Auto Body Shop	7 Hayward Street	ca. 1920	Vernacular		C
	Residence	9 Hayward Street	ca. 1910	Queen Anne		C
	Residence	10 Hayward Street	ca. 1930	Colonial Revival Cape		C
	Residence	11 Hayward Street	ca. 1910	Queen Anne		C
	Residence	12 Hayward Street	ca. 1900	Queen Anne		C
	Residence	13 Hayward Street	ca. 1910	Queen Anne		C
	Residence	14 Hayward Street	ca. 1910	Queen Anne		C
	Residence	15 Hayward Street	ca. 1910	Queen Anne		C
	Residence	16 Hayward Street	ca. 1920	Bungalow		C
	Residence	17 Hayward Street	ca. 1910	Queen Anne		C
	Residence	19 Hayward Street	ca. 1910	Queen Anne		C
	Residence	20 Hayward Street	ca. 1950	Ranch		NC
	Randall, R.G. House	6 Oakland Avenue	ca. 1880	Italianate		C
	Strout, S.B. – Goward, J.C. House	7 Oakland Avenue	ca. 1860	Italianate		C
	Wood, Charles A. House	8 Oakland Avenue	ca. 1880	Italianate		C
	Franklin, M. – Pratt, F. House	9 Oakland Avenue	ca. 1880	Italianate		C
	Donnovan, J. House	14 Oakland Avenue	ca. 1860	Second Empire		C
	Condominiums	4 Park Street	ca. 2010	Colonial Revival		NC
	Condominiums	10-12 Park Street	ca. 1970	Vernacular		NC
	Ellis, Herbert House	14 Park Street	ca. 1890	Italianate		C
	Residence	85 Park Street	ca. 1950	Ranch		NC
EST.909	Frothingham, Louis Adams Park Gate	Sheridan Street	ca. 1930	N/A		C

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	1 Sheridan Street	ca. 1860	Vernacular		C
	Goward, J.F. – Dailey, C. House	9 Sheridan Street	ca. 1860	Vernacular		C
	Barrett, Jason House	11 Sheridan Street	ca. 1890	Italianate		C
	Slattery, Edmund House	13 Sheridan Street	ca. 1890	Italianate		C
	Ahern, Marie House	15 Sheridan Street	ca. 1890	Colonial Revival		C
	Residence	16 Sheridan Street	ca. 1890	Italianate		C
	Residence	18 Sheridan Street	ca. 2000	Colonial Revival Cape		NC
	Residence	19 Sheridan Street	ca. 1890	Queen Anne		C
	Dailey, C. House	22 Sheridan Street	ca. 1890	Italianate		C
	Dailey, C. Barn	22 Sheridan Street	ca. 1890	Italianate		C
	Residence	23 Sheridan Street	ca. 1890	Queen Anne		C
	Coughlin, Dennis House	27 Sheridan Street	ca. 1890	Queen Anne		C
	O'Connor, J.J. House	31 Sheridan Street	ca. 1890	Italianate		C
	Residence	32 Sheridan Street	ca. 1910	Colonial Revival	4	C
	Residence	34 Sheridan Street	ca. 1920	Four-Square	4	C
	Stanton, Patrick House	35 Sheridan Street	ca. 1890	Queen Anne		C
	Residence	37 Sheridan Street	ca. 1900	Queen Anne		C
	Residence	39 Sheridan Street	ca. 1940	Cape		C
	Residence	43 Sheridan Street	ca. 1920	Four-Square		C
	Frothingham Memorial Park Caretaker's Cottage	46 Sheridan Street	ca. 1930	Colonial Revival		C
	Residence	47 Sheridan Street	ca. 1980	Colonial Revival		NC
	Residence	51 Sheridan Street	ca. 1910	Colonial Revival		C
	Residence	54 Sheridan Street	ca. 1920	Vernacular		C
	Residence	57 Sheridan Street	ca. 1920	Colonial Revival		C
	Residence	58 Sheridan Street	ca. 1920	Craftsman		C
	Residence	59 Sheridan Street	ca. 1910	Colonial Revival		C

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	60 Sheridan Street	ca. 1920	Craftsman Bungalow		C
	Residence	61 Sheridan Street	ca. 2000	Colonial Revival		NC
	Residence	62 Sheridan Street	ca. 1940	Colonial Revival Ranch		C
	Residence	63 Sheridan Street	ca. 1950	Colonial Revival Cape		C
	Residence	64 Sheridan Street	ca. 1950	Colonial Revival Cape		C
	Residence	67 Sheridan Street	ca. 1950	Colonial Revival Cape		C
	Residence	70 Sheridan Street	ca. 1970	Colonial Revival Cape		NC
	Residence	72 Sheridan Street	ca. 1930	Dutch Colonial Revival		C
	Residence	74 Sheridan Street	ca. 1930	Dutch Colonial Revival		C
	Residence	75 Sheridan Street	ca. 1930	Colonial Revival		C
	Residence	76 Sheridan Street	ca. 1960	Ranch		NC
	Residence	83 Sheridan Street	ca. 1900	Italianate		C
	Residence	87 Sheridan Street	ca. 1960	Vernacular		NC
	Residence	89 Sheridan Street	ca. 1910	Vernacular		C
	Residence	3 Spooner Street	ca. 2010	Colonial Revival		NC
	Residence	7 Spooner Street	ca. 1910	Queen Anne		C
	Residence	8 Spooner Street	ca. 1960	Colonial Revival		NC
	Residence	10 Spooner Street	ca. 1960	Colonial Revival		NC
	Residence	11 Spooner Street	ca. 1950	Ranch		C
	Residence	13 Spooner Street	ca. 1930	Tudor Revival		C
	Residence	14 Spooner Street	ca. 1920	Craftsman Bungalow		C
	Residence	15 Spooner Street	ca. 1910	Queen Anne		C
	Residence	16 Spooner Street	ca. 1900	Queen Anne		C
	Residence	17 Spooner Street	ca. 1910	Queen Anne		C
	Residence	18 Spooner Street	ca. 1930	Colonial Revival		C
	Residence	20 Spooner Street	ca. 1050	Cape		C

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	21 Spooner Street	ca. 1950	Ranch		C
	Residence	23 Spooner Street	ca. 1910	Queen Anne		C
	Residence	24 Spooner Street	ca. 1940	Tudor Revival		C
	Residence	26 Spooner Street	ca. 1930	Colonial Revival		C
	Residence	27 Spooner Street	ca. 1980	Colonial Revival		NC
	Residence	28 Spooner Street	ca. 1940	Colonial Revival Cape		C
	Residence	29 Spooner Street	ca. 1940	Colonial Revival Cape		C
	Residence	30 Spooner Street	ca. 1900	Vernacular		C
	O'Connor, David House	31 Spooner Street	ca. 1890	Italianate		C
	Residence	32 Spooner Street	ca. 1920	Bungalow		C
	Residence	34 Spooner Street	ca. 1950	Ranch		C
	Residence	35 Spooner Street	ca. 1930	Dutch Colonial Revival		C

C Contributing property to the district
NC Non-contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



West side of Center Street, view looking northwest.



37 Center Street, view looking southwest.

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



East side of Sheridan Street, view looking southeast.



44 Day Street, view looking south.

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



15 Barrows Street, view looking northwest.

INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

AREA MAP



INVENTORY FORM A CONTINUATION SHEET

EASTON

CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Quinn R. Stuart, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012
The criteria that are checked in the above sections must be justified here.

The Center Street Area is recommended eligible for listing in the National Register at the local level under Criterion A in the area of Community Planning and Development for its association with the industrial and residential development of North Easton and under Criterion C in the area of Architecture as an intact neighborhood representing a range of nineteenth- and early-twentieth-century architectural styles. The area is notable for the park donated by Mary Shreve Ames (Frothingham) in honor of U.S. Representative Louis A. Frothingham, and several of the buildings were constructed as residences for prominent Easton citizens.

INVENTORY FORM CONTINUATION SHEET

EASTON

EASTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Easton Center Area

EST.I

Prepared by PAL, December 2012

This continuation sheet is a supplement to the existing inventory form for Easton Center Area, EST.I.

ARCHITECTURAL DESCRIPTION (Continued)

A field survey in December 2012 verified that the Easton Center Area appears to be largely unchanged since it was previously surveyed in 1998. The survey confirmed that there are 58 contributing properties out of about 120 total properties. They are predominantly modest residential and utilitarian buildings of high integrity and indicative of the Federal, Greek Revival, Queen Anne, Italianate, and Colonial Revival styles of architecture. The Area Data Sheet reflects the most current updates for all properties within the area that are listed in the MHC Inventory. The survey confirmed that the Easton Center Area is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C for its association with nineteenth-century residential, civic, and agricultural activities in Easton and for its well-preserved collection of residential architecture.

BIBLIOGRAPHY and/or REFERENCES (Continued)

Johnson, Sanford

1998

MHC Form A: Easton Center. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

LOCUS MAP



AREA DATA SHEET

INVENTORY FORM CONTINUATION SHEET

EASTON

EASTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Easton Center Area

EST.I

The following is a list of properties within the district that are included in the MHC Inventory.

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
EST.826	Central Cemetery	Center Street	1803			C
EST.926	Soldiers' Monument – Civil War Monument	Center Street	1881			C
EST.191	Clark House	285 Center Street	ca. 1840	Greek Revival		C
	Stone Wall	285 Center Street	ca. 1900			C
EST.46	Edson House	300 Center Street	1812	Federal		C
	Barn	300 Center Street	ca. 1900	New England		C
	Stone Wall	300 Center Street	ca. 1900			C
EST.192	Howard, Miranda House	314 Center Street	ca. 1840	Vernacular		C
EST.193	Residence	321 Center Street	ca. 1850	Greek Revival		C
	Barn	321 Center Street	ca. 1850	Vernacular/ Queen Anne		C
	Stone Wall	321 Center Street	ca. 1890			C
EST.194	Leonard, A. William House	347 Center Street	ca. 1860	Queen Anne/ Greek Revival		C
	Barn	347 Center Street	ca. 1900	New England		C
EST.195	Leonard, H. L. House	348 Center Street	ca. 1890	Vernacular		C
	Barn	348 Center Street	ca. 1900	New England		C
EST.196	Residence	349 Center Street	ca. 1870	Italianate		C
	Barn	349 Center Street	ca. 1870	Connected		C
EST.197	Residence	367 Center Street	ca. 1940	Cape Cod, Colonial Revival		C
EST.198	Residence	409 Center Street	ca. 1850	Vernacular		C
	Barn	409 Center Street	ca. 1970	Vernacular		NC
EST.199	Residence	414 Center Street	ca. 1920	Colonial Revival		C
EST.200	Residence	425 Center Street	ca. 1940	Cape Cod, Colonial Revival		C
	Garage	425 Center Street	ca. 1940	Vernacular		C
EST.201	Reed, David House	429 Center Street	ca. 1840	Greek Revival		C

INVENTORY FORM CONTINUATION SHEET

EASTON

EASTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Easton Center Area

EST.I

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
EST.202	Residence	432 Center Street	ca. 1860	Vernacular	2	C
	Garage	432 Center Street	ca. 1940	Vernacular		C
EST.203	Residence	433 Center Street	ca. 1860	Vernacular		C
	Barn	433 Center Street	ca. 1900	New England		C
EST.204	Residence	434 Center Street	ca. 1860	Vernacular	2	C
EST.946	Granite Marker	434 Center Street	1974			NC
EST.205	Easton Evangelical Congregational Church	Depot Street	ca. 1885	Gothic Revival		C
EST.947	Old Colony Railroad	Depot Street	1866			C
EST.206	Residence	259 Depot Street	ca. 1860	Vernacular		C
EST.207	Residence	261 Depot Street	ca. 1860	Vernacular	1	C
EST.208	Ripley, Clifton House	263 Depot Street	ca. 1840	Vernacular	1	C
	Shed	263 Depot Street	ca. 1900	Vernacular		C
EST.209	Residence	336 Depot Street	ca. 1840	Vernacular		C
	Garage	336 Depot Street	ca. 1940	Vernacular		C
EST.210	Easton Center School House	350 Depot Street	1856	Greek Revival		C
EST.211	Residence	354 Depot Street	ca. 1870	Italianate		C
EST.212	Reed, Rev. William House	364 Depot Street	1786	Federal		C
	Barn	364 Depot Street	ca. 1900	New England		C
EST.213	Mason, George House	369 Depot Street	ca. 1870	Vernacular		C
	Shed	369 Depot Street	ca. 1900	Vernacular		C
EST.214	Residence	375 Depot Street	ca. 1860	Vernacular		C
EST.215	Clapp, Fred House	3 Purchase Street	ca. 1860	Greek Revival/ Italianate		C
	Garage	3 Purchase Street	ca. 1940	Vernacular		C
EST.216	Lincoln, Stillman House	6 Purchase Street	ca. 1860	Greek Revival		C
	Stone Wall	6 Purchase Street	ca. 1900			C
EST.817	Howard, Oliver Cemetery	Short Street	1803			C

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EASTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

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Easton Center Area

EST.I

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
EST.217	Residence	4 Short Street	ca. 1870	Vernacular		C
EST.218	Residence	14 Short Street	ca. 1900	Bungalow		C
EST.219	Residence	25 Short Street	ca. 1940	Cape Cod, Colonial Revival		C
EST.222	Howard, Oliver House	31 Short Street	ca. 1815	Federal		C
EST.220	Residence	76 Short Street	ca. 1840	Half Cape Cod, Colonial		C
EST.221	Residence	104 Short Street	ca. 1940	Cape Cod, Colonial Revival		C
EST.224	Residence	106 Short Street	ca. 1940	Cape Cod, Colonial Revival		C

C Contributing property to the district
NC Non-contributing property to the district

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Easton Center Area

EST.I



261 and 263 Depot Street (l-r), view looking southwest.



432 and 434 Center Street (l-r), view looking south.

INVENTORY FORM CONTINUATION SHEET

EASTON

EASTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

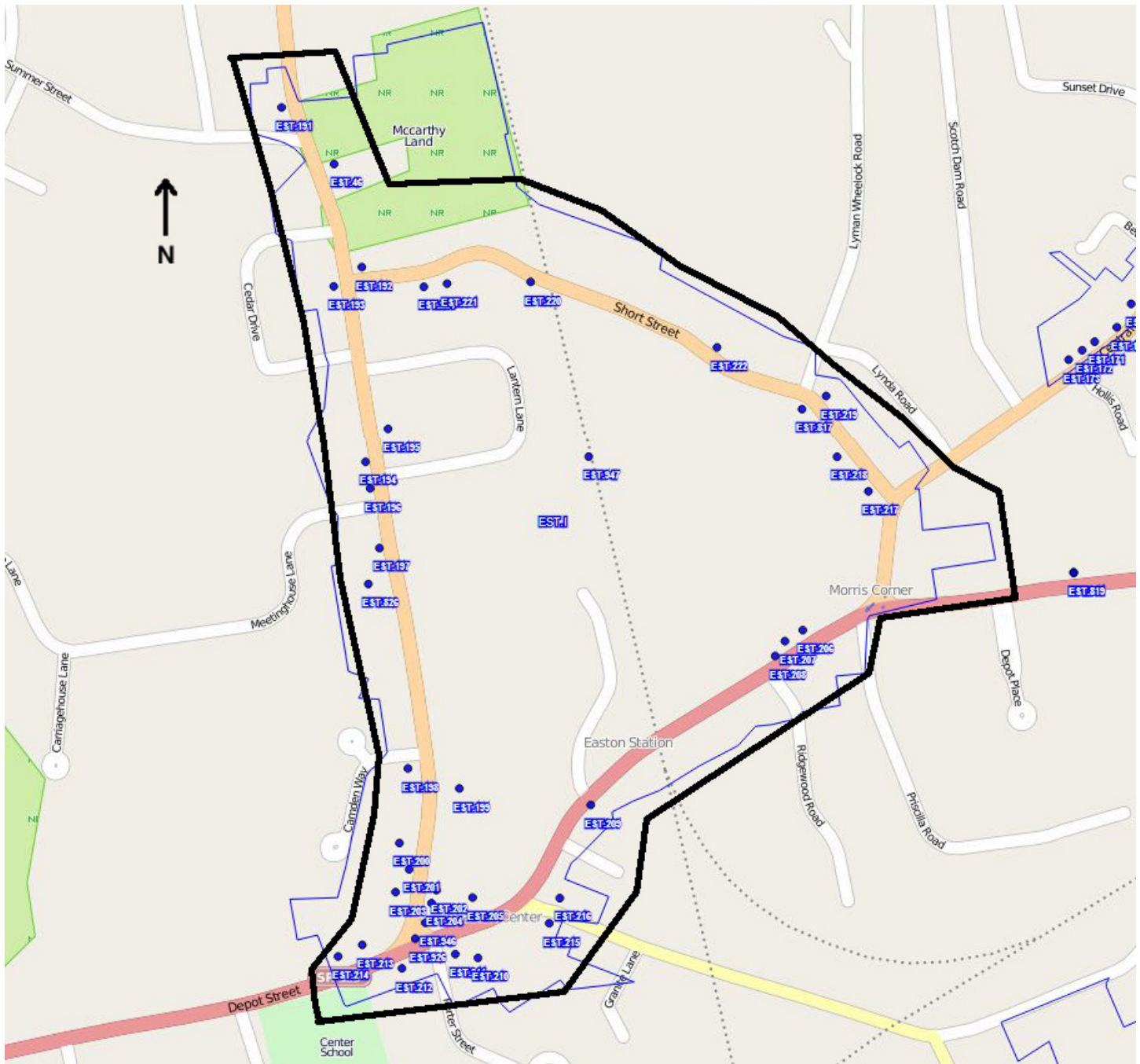
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Easton Center Area

EST.I

AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta. <http://maps.mhc-macris.net>

Continuation sheet 6

FORM A - AREA

**Massachusetts Historical Commission
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Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

Brockton

I

46, 817, 826, 190-191
222, 926, 946, 947

Town Easton

Place Easton Center

Area Name Easton Center

Present Uses Residential/Civic

Construction Dates Ca. 1786-1990

Overall Condition

Fair to good

Major Intrusions and Alterations

Many modern buildings; synthetic siding; additions;

Acreage Approximately 250

Recorded by Sanford Johnson

Organization Massachusetts Historical Commission

Date (month/year) 9/98

PHOTOGRAPH

(3"x3" or 3 1/2"x5" black and white only) Label photos on back with town and address for all buildings shown. Record film roll and negative numbers here on the form. Staple 1-2 photos to left side of form over this space. Attach additional photos to continuation sheets.

Roll Negatives

SKETCH MAP

Draw a map of the area indicating properties within it. Circle and number properties for which individual inventory forms exist. Label streets including route numbers, if any. Attach a continuation sheet if space is not sufficient here. Indicate north.

RECEIVED

NOV 23 1998

MASS. HIST. COMM

AREA FORM

ARCHITECTURAL DESCRIPTION ☒ *see continuation sheet*

Describe architectural, structural and landscape features and evaluate in terms of other areas in the community.

The Easton Center Area consists of Center Street from Depot to Summer Street, Depot Street from School Street to Short Street and all of Short Street. In the eighteenth century, it was the civic and social center of the town, however, those functions moved to the village of North Easton during the nineteenth century. The area is approximately 250 acres and is developed primarily with residences, a church, a store and two small cemeteries. A total of 58 historic resources exist among approximately 120 buildings, structures and objects. Historic resources date from the late 1700's to the late twentieth century. Land is wooded and flat with a small stream and disused railroad right-of-way bisecting the area. The predominant architectural style is the Victorian Eclectic but Federal, Greek Revival, Colonial Revival and a Bungalow building also exist. Workmanship and design quality are of a modest type, found in many farming towns developed during the period. Most residences are one or two stories and occupy spacious lots, formerly used for agriculture. The architectural landmark of the area is the 1885 Evangelical Congregational Church (MHC # 205) at the northeast corner of Center and Depot Streets. The Shingle style structure, larger and more ornate than all others in Easton Center, commands an important corner site. Another significant location is the northwest corner of Center and Depot Streets, where the town house stood until 1943. The former site of the town house is a large corner lot that is now occupied by a Ranch style residence. Between the two sites on an island in Center Street is the 1882 Civil War Monument (MHC # 926) which serves as the town's official symbol.

HISTORICAL NARRATIVE ☒ *see continuation sheet*

Explain historical development of the area. Discuss how this area relates to the historical development of the community.

PRE-INDUSTRIAL PERIOD 1723-1830

The Village of Easton Center has historically been the site of a church, local governmental activity and residential settlement but little commercial or industrial activity. The area's first church was built in 1750 and its successor building survives today. Town meetings were held in the meetinghouse until a town house was built for the purpose around 1830. Despite the efforts by town officials and voters to form a community center easily accessible to all residents, economic forces would prevail in determining that North Easton become the functional town center. Easton Center did not have enough natural, industrial or commercial attraction to bring people from other parts of town, as did the Ames Shovel Shop in North Easton (MHC Areas B, E), and so remains a village of secondary importance.

Settlement in Easton Center was begun around 1723 by Benjamin Drake who moved a mile north from Church Street in that year. Population increased slowly after the town voted narrowly in favor of building a meetinghouse at the central location in 1750. Religious and civic activities were then relocated to the northwest corner of Center and Depot Streets from Church Street. The Reverend Solomon Prentice had provided spiritual guidance at the original church since 1745 and continued in this new building. Roads in Easton Center were laid out from the 1710s to the 1730s and were improved around 1752, shortly after construction of the first Easton Center Meetinghouse. By the 1780s, residents had built the town pound on Depot Street and a powder house on Center Street near the meetinghouse, neither of which survives. The presence of the church is reflected on the 1795 Nathan Selee map of Easton, as is Depot Street (then called

BIBLIOGRAPHY and/or REFERENCE ☒ *see continuation sheet*

☒ *Recommended as a National Register District. If checked, you must attach a National Register Criteria Statement form.*

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ARCHITECTURAL DESCRIPTION

The most notable building in the Easton Center Area is the **Evangelical Congregational Church**, built in 1885 (MHC # 205) to replace a previously burned church. The Shingle style building has a steeply pitched cross-gabled roof clad in slate shingles, walls shingled in stagger-butt pattern, stained glass lancet windows on the facade and a corner tower with pinnacles and blind gables. Large paneled doors with an arched hood and a band of stained glass above provide access to the vestibule. Projecting gables on the west and east sides expand the plan. The original tall slender spire with finial and weathervane has been removed from atop the tower and replaced with a shorter spire. Sympathetically designed entry porches have been added to the facade and the west side and a two story ell added at the east side. A small wood clapboard barn from the late nineteenth century survives behind the church and an outdoor chapel has been built in the wooded area nearby. While the church has been altered by construction of an entry porch, a side addition and removal of part of the tower, it remains in good condition.

The Federal style **William Reed House at 364 Depot Street (MHC # 212)** was constructed in 1786. The site is significant for its location across from the former town house and the Congregational Church. Also, the house looks directly at the Civil War Monument at the corner of Depot and Center Streets. Two chimneys mark the roofline of the five-bay by two-bay house with an ell expanding the plan at the rear. An attached barn bearing a plaque indicating the 1786 construction date is located at the east side. It is in good condition and is comparable in style to the **Edson House at 300 Center Street (MHC # 46, ca. 1800)** and the **Oliver Howard House at 31 Short Street (MHC # 222, ca. 1815)**, the other Federal style residences in Easton Center. The Edson House is similar in form to the Reed House but is removed by nearly a mile from the principal intersection of the Center. The two and one-half-story, wood clapboard house has a ridge-hipped roof and a rear shed-roofed ell. The plan is a five-bay by two-bay plan with regular openings across the facade. A notable barn built in the nineteenth century with an ogee-form ventilator on the roof peak occupies the back yard. Stone walls surround the house and separate it from the large open fields on both sides. It is well-maintained and retains integrity of design and materials. The house at **31 Short Street (MHC # 222)** is also a Federal style farmhouse, built around 1815. The two and one-half-story building is built on a five-bay by two-bay plan with a one-story ell at the right side. The center entry is lit by a fanlight and is flanked by pilasters with a hood above. Other ornament includes gable returns and a molded cornice. A stone wall is at the front of the property line and a detached shed and garage are also on the lot.

Greek Revival style design is represented by the **Clark House at 285 Center Street (MHC # 190)**. The five-bay by two-bay, one and one-half-story cottage has been expanded at the rear with a one-story ell. Wood shingle siding, a center chimney and 12/12 double hung sash are distinctive features of the ca. 1840 building. Low stone walls lining the corner lot add to the historical appearance of the house. The **former Center Schoolhouse at 350 Depot Street, built 1856 (MHC # 210)**, is a front-gabled Greek Revival building ornamented with a prominent frieze, gable returns and corner pilasters. The three-bay building is clad in wood shingles and has a one-story ell at the left (east) side. It is set back from the road and now houses a musical instrument store. The **David Reed House at 429 Center Street (MHC # 201, ca. 1840)** is a Greek Revival style residence oriented perpendicular to the road. The ca. 1840 five-bay, two-story cottage is enlarged by an ell at the left (west) side with attached two car garage. Decorative elements include the peaked window hoods over the 6/6 double-hung sash and the two gabled dormers. **Four hundred nine Center Street (MHC # 198, ca. 1850)** is a two-story, front-gabled house of three bays with a one and one-half-story rear addition. Gambrel dormers light the upper stories of the addition and 2/2 double-hung sash, extended on the first story, light the remainder of the house. A hipped porch covers the full width of the facade and is supported by jigsawn posts with classically molded caps. The exterior is clad in vinyl clapboards.

Three-fifty-four Depot Street (MHC #211) is a well-maintained, front-gabled Victorian Eclectic style home built around 1870. The three by two-bay plan is enlarged at the east side with a one-story, three sided bay window and by a hipped porch across the facade. The side-hall entry is a double-leaf door with hood mold. Windows are 2/2 double-hung sash, also with hoods and a paired arched sash exists in the gable peak. A molded cornice and gable returns further articulate the exterior, which is clad in vinyl clapboards. The **Mason House at 369 Depot Street (MHC #213, ca. 1870)** is a Victorian Eclectic style design typical of the neighborhood. The three by two-bay, front-gabled plan is expanded by a two-story bay at the right (east) side wall and a 3/4 width porch attached to the facade. Ornament consists mainly of the 2/2 double-hung sash with flat hoods and plain trim. An outbuilding built around 1900 occupies the back yard. Residences at **3 and 6 Purchase Street (MHC #s 215, 216)** are also well-maintained Victorian Eclectic style designs built around 1870. Both are two-story, front-gabled, three-bay forms clad in wood clapboards with ornamental window hoods and entry porches. Three Purchase Street is enlarged with projecting bays at the sides of the plan and has a detached two-bay garage. Six Purchase Street is distinguished by stone walls that line the perimeter of the corner lot. Another pair of

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similar farmhouses is located at 347 and 348 Center Street (MHC #s 194, 195, ca. 1870, ca. 1890). Both are front-gabled, two-story residences with detached barns. The two-bay by three-bay plans are expanded by side ells and are ornamented with Victorian Eclectic elements such as Stick Style ornament, gable returns, corner pilasters and hooded windows. The foundation of 348 is brick and 347 is uncut stone. The side-hall entry at 347 has a Stick style hood and windows at 348 have molded cornices with hoods over the 2/2 double-hung sash.

Four-fourteen Center Street (MHC # 199, ca. 1920) is a large two and one-half-story Colonial Revival style house built around 1920. The five-bay by two-bay plan is enlarged by the attached garage. Windows are 12/12 double-hung sash with beaded trim and the center entry is ornamented with pilasters and a flat hood. A picket fence and stone wall mark the front of the property line. The house at 425 Center Street (MHC # 200) was built around 1940 in the Bungalow form with a prominent shed dormer and gabled center entry porch with segmental arched ceiling. Windows are distinctive 4/1 double-hung sash which impart a Prairie style sensibility. A large side addition which shares the window type has been made to the south wall.

Many modern residences have been built in the area. The densest construction has been on Short Street which has six historic resources and 36 buildings. Intrusions exist elsewhere but not at this level of frequency. The other change that has detracted most from the area is the 1943 demolition of the town house at the northwest corner of Center and Depot Streets. The prominent corner lot is now occupied by a ranch style residence.

There are two cemeteries in Easton Center, both opened in 1803. Center Street is the site of the **Central Cemetery** (MHC # 826), a plot of about two acres with approximately 150 markers in a variety of stone types. Slate is predominant on graves predating 1840 and many are cut with death's head motifs and poetic verse. After 1840, white limestone became common with urn and willow carvings. Six limestone obelisks about ten feet in height mark the graves of prominent residents. Granite stones appeared after the mid-nineteenth century and remain the most common stone type. An uncut stone retaining wall separates the burial ground from the road and several ornamental cedar trees are located within the boundaries of the cemetery. The **Oliver Howard Cemetery** (MHC # 817) is on Short Street and contains approximately 12 headstones and five footstones in its half acre. Markers are made primarily of slate with four limestone examples. An uncut stone wall marks the edge of the graveyard, which is unornamented and contains burials from 1803 to 1835.

The **Civil War Monument** (MHC # 926, 1882) in the middle of Center Street at its intersection with Depot Street is the focal point of Easton Center. The granite statue of a soldier with rifle at parade rest is twenty-five feet tall and faces south from an island in Center Street. The square base, engraved with the names of 43 dead veterans, is surmounted by four columns supporting a second block ornamented with wreaths on four sides.

HISTORICAL NARRATIVE - PRE INDUSTRIAL PERIOD 1723-1830

Bridgewater Road). Center Street and Short Street do not appear, possibly because they were narrow paths only. The neighborhood's first school was built of wood in 1793 and replaced with a brick building in 1818. The 1750 church was replaced in 1817 on the same location northwest of the corner of Depot and Center Streets. A farmer and reverend named William Reed built the Federal style **Reed House** at 364 Depot Street (MHC # 212) in 1786. Other resources built prior to 1830 include the **Oliver Howard House** (MHC # 222 on Short Street in ca. 1815 and the Federal style residence at 300 Center Street (Edson House, MHC #46).

Two cemeteries were opened in the area in 1803. The **Oliver Howard Cemetery** (MHC # 817) on Short Street is the resting place of approximately twelve members of the Howard Family, interred between 1803 and 1835. The first burial was an unnamed Howard child in 1803, followed by two War of 1812 veterans named Asaph and Thomas Howard. Oliver Howard, himself a veteran, probably of the Revolution, was interred in 1835 at the age of 80. The **Central Cemetery** on Center Street (MHC # 826) was originally an agricultural field owned by Benjamin Bates. Bethuel Drake was the first of over two hundred interments in the cemetery by the end of the nineteenth century. Land for the Central Cemetery was allocated in 1803 to replace the **Church Street Old Burying Ground** (MHC # 877), established around 1715.

EARLY INDUSTRIAL PERIOD 1830-1870

By 1830, a building used exclusively as a town house had been built across Depot Street from the second Congregational Meetinghouse building, constructed 1817. The 1830 map depicts the meetinghouse as a three-bay, front gabled building with a tower.

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Center Street, connecting the growing industrial village of North Easton with Easton Center, was two and one quarter rods wide. This was exceeded only by the 3 1/2 to 4-rod width of the Boston to Taunton Turnpike, now Washington Street (State Route 138), and indicates the importance of the road between the center and the industrial village.

The 1818 brick school building was replaced again in 1856 with the building that is now located at **350 Depot Street (MHC # 210)** across from the **Evangelical Congregational Church (MHC # 205)**. The Greek Revival style school was built in 1856 and remained in use until 1931. It served for a short time as a Veterans of Foreign Wars meeting hall before being adapted for commercial use. At least five farmers, named Packard, Edson, Clark, Howard and Reed, occupied the neighborhood in 1830. The Packard Farm was located at the present site of the Easton Center School and was bought by the town in 1838 for use as the poor farm. The former **William Reed House** survives at **364 Depot Street (MHC # 212)**. Oliver Howard lived in the Federal style house at **31 Short Street (MHC # 222)**, the Clark Family occupied the Greek Revival house at **285 Center Street (MHC # 190)** and the Edson family was at **300 Center Street (MHC # 46)**.

By 1851, the village had approximately 22 homeowners and perhaps 100 residents in addition to the poor house, church, school, pound, town house and cemeteries. Growth was slow in agricultural Easton Center because farming was not abundantly profitable compared to the industry in the village of North Easton. The **Old Colony Railroad (MHC # 947)** entered Easton Center in 1866 when the company built a spur line through the town that left the main line near Canton and rejoined it at Taunton, but it failed to encourage large scale industry in Easton Center. The passenger and freight stations were west of Center Street and north of Depot. The rails are now gone and the right of way is a narrow path through the woods with no significant cuts, fills or bridges. By 1886, a blacksmithy, cider mill and a shop, possibly the Lackie and Davis Boot Shop, had been built in Easton Center. Despite the presence of the railroad and some small businesses, there was no post office in the neighborhood until 1893.

Several buildings from the mid-nineteenth century remain in Easton Center. The third **Center Schoolhouse** survives as a musical instrument store at **350 Depot Street (MHC # 210, 1856)**. The **Reed House at 429 Center Street (MHC # 201)**, built ca. 1840, also has Greek Revival style elements and was formerly the home of David Read. His widow lived here until around the turn of the 20th century when the occupant is noted as Miss Read, possibly a daughter. The house at **31 Short Street (MHC # 222)** is a Federal style residence built around 1815 by the farmer Oliver Howard. It was occupied in 1851 by T. Howard. The five by two-bay form with one-story right side ell remains unaltered from its appearance in a historic photo. Houses at **285 and at 314 Center Street (MHC #s 190, 192)** were built for farm families in the mid-nineteenth century, possibly for Daniel Clark and Miranda Howard, respectively. The Federal style **Edson House at 300 Center Street (MHC # 46)** was occupied by the Edson family from at least 1851 to 1871.

LATE INDUSTRIAL PERIOD 1870-1915

Easton Center was populated mostly by farmers in the Late Industrial Period in spite of its weak soil and being the civic center of the town. Some industries much smaller than those in North and South Easton existed and no stores are apparent in the historical record. Residents were most frequently farmers as noted in resident directory listings and by large lots still surrounding many of the homes. A post office was operated from only 1893 to 1910 at **429 Center Street (MHC # 201)**. The focus of the town in most respects had migrated to North Easton with the growth of the Ames Shovel Company (**MHC # 4, Area B**) in the Early Industrial Period.

The house at **285 Center Street (MHC # 190)** was built around 1840, possibly for the 1851 occupant D. Clark whose family remained here into the 1900s. Daniel A. Clark was a retired carpenter in 1889. His son, Daniel F. Clark, was working here as a carpenter and farmer by that time and remained on the property until after the turn of the century. The 1871 map indicates a carpenter shop just north of the Clark house which is no longer existent. The **Edson House at 300 Center Street (MHC # 46)** was occupied by another Clark family member by 1886. In 1871-1886, **31 Short Street (MHC # 222)** was the home of Jabez Mayall, a farmer who worked the land with his two sons James and Joseph. **Three-fourteen Center Street (MHC # 192)** was built in the mid-nineteenth century and was occupied by Miranda Howard in the 1880s. Ms. Howard was a soapmaker according to the resident directory from 1889. Two remarkably similar houses face each other across **Center Street at 347 and 348 (MHC #s 194, 195)**. Built in the third quarter of the nineteenth century, they were occupied by William A. Leonard and Mrs. H. L. Leonard in 1889. William Leonard worked as a heelmaker at the Ross Heel company on Washington Street in South Easton. A representative architectural design from the late nineteenth century is at **6 Purchase Street (MHC # 216)**. This was built around 1885 for a farmer named Stillman Lincoln

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according to the resident directories from 1889 and 1911. A similarly designed home is across the street at **3 Purchase Street (MHC # 215)** and may have been built simultaneously.

Later nineteenth century buildings were typically built in the Victorian Eclectic style, except for the **Evangelical Congregational Church (MHC # 205)**, which is a large, ornate Shingle style design. It was built in 1883-1885 to replace a burned church built on this site in 1832. The church continues in use today but has been altered by the replacement of a shortened spire above the tower and the addition of shed porches at the front and side entries and a two-story addition at the east side of the building. A relocated rail-related outbuilding and a wooded meeting area with a gazebo are in the back of the church yard. A new alms house with barn was built in 1874 on the current site of the Center School on School Street. It was under the care of Charlie Scott in 1906 and remained an active farm until 1940. One of the town's two lock-ups was built of brick at the alms house in 1886, the other being in North Easton. The Easton Center Post Office, opened in 1893, operated only until 1910 at the **David Reed House (429 Center Street, MHC # 201)**, when services moved to South Easton. The **Civil War Monument (MHC # 926)**, erected 1882 at the corner of Center and Depot Streets remains as an indication of the significance Easton Center once enjoyed. Forty-three names of dead veterans are inscribed on the square granite base. The statue of a soldier with rifle at parade rest is twenty-five feet tall and serves as the town's municipal symbol.

The presence of the street railway beginning in 1899 did not inspire a great deal of suburban development and survived for only a decade in this part of town. It was a part of the Mansfield and Easton Street Railway system that entered the Center from the west on Depot Street and turned north on Center Street. This streetcar line was one of two in town and connected Easton Center with Brockton, Stoughton and Raynham and Mansfield during the years 1899-1909. The other was the Brockton and Taunton line which served the vicinity of North Easton and South Easton and endured until 1932. The **Old Colony Railroad (MHC #947)**, built a branch from Easton Center to Eastondale in 1888 along Purchase Street, five years after which all trackage in Easton was leased by the New York, New Haven and Hartford Railroad. From the time of the construction of the Old Colony Railroad in 1866 until after the mid-twentieth century, the Easton Center Depot was located east of Center Street and south of Short Street. Access was from Center Street. This was just to the south of the cider mill which was built around 1870 but no longer survives.

EARLY MODERN PERIOD 1915-1945

There were surely farmers left in the area during this period but it was at this time that they began to be joined by non-agricultural workers. By 1920, residents of Easton Center included a clerk named Clifton Ripley and his wife Ruth near **263 Depot Street (MHC # 208)**, a manufacturer of lasts (shoe patterns) named Fred Clapp at **3 Purchase Street (MHC # 215)**, a shovel factory worker named George Mason near **369 Depot Street (MHC # 213)** and a wood chopper named D. Washburn on Central near Short Street. The occupations of these residents probably necessitated daily travel to their jobs. The shovelworker George Mason most likely had to get to the Ames Shovel Company (**MHC # 4, Area B**) in North Easton, as did the clerk Ripley. The street railway in this part of town had gone out of business in 1909, indicating the likelihood of travel by automobile. Despite the presence of streetcars and automobiles, residential construction during the twentieth century was slow. The Colonial Revival style house at **414 Center Street (MHC # 199)**, built around 1920 and **425 Center Street, (MHC #200, ca. 1940)** are early representatives of the trend toward suburban development in the area. Four fourteen Center Street has an attached garage indicating the automobile oriented nature of the owner.

224 Cape Cod Houses built in the 1940s are present in the area at **25 Short Street (MHC # 219)**, **367 Center Street (MHC # 197)** **104 and 106 Short Street (MHC # 221, 191)**. These are modest-scaled three and five-bay, side-gabled residences clad in wood clapboards and shingles. Most have 6/6 double-hung sash and the house at **106 Short Street (MHC # 191)** has a multiple pane picture window in the facade. Suburban construction of this type also took place off Central Street on Hollis Street in ca. 1948.

The **Old Colony Railroad (MHC #947)**, after 1893 part of the New York, New Haven and Hartford, went bankrupt in 1935 and was reorganized in 1947. The alms house was in use by the town as a farm until the poor were moved to Middleborough in 1940. The house, barn and lock-up were sold in 1942 and later demolished to make way for the Center School. Demolition of the town hall at the northwest corner of Center and Depot Streets occurred in 1943 with subsequent town meetings held at the high school gym. In 1925, the **Evangelical Congregational Church (MHC # 205)** vestry was the site of a Ku Klux Klan rally of several hundred men, according to recollections of a resident mentioned in the book "Easton's Neighborhoods".

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MODERN PERIOD 1945-1960

The New York, New Haven and Hartford Railroad went bankrupt again in 1961, was reorganized as part of the giant Penn Central Company in 1968. Service south of Easton Center was stopped at that time. A large number of homes was built between 1963 and 1975 according to USGS maps from those years. Split-level, Neo-Colonial, Garrison and other late twentieth century styles occupy the area. Short Street has experienced the highest degree of recent development but the surviving resources continue to impart a sense of the historic appearance of Easton Center. Large yards recall agricultural fields that surrounded the farms and the busy intersection of Center and Depot Streets helps recall the town's formerly principal civic focus, Easton Center.

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Boston, Massachusetts 02125

Community Property Address
Easton Center, Short, Depot Streets

Area(s) Form No.
Easton Center I

National Register of Historic Places Criteria Statement Form

Check all that apply:

Individually eligible

Eligible only in a historic district

Contributing to a potential historic district

Potential historic district X

Criteria: X A B X C D

Criteria considerations: A B C D E F G

Statement of significance by: Sanford Johnson

The criteria that are checked in the above sections must be justified here.

The Easton Center Area is eligible for the National Register of Historic Places as a district under criteria A and C. The neighborhood contains elements of its nineteenth century residential, civic and agricultural activities on Depot, Short and Center Streets. The focus of the district is at the intersection of Depot and Center Streets, now the location of the Evangelical Congregational Church and the granite Civil War Monument. The town hall had stood at the northwest corner of until the 1940s. In addition to the church and statue, there are Federal, Greek Revival, Victorian Eclectic, Colonial Revival and Cape Cod style residences. Resources retain integrity of design and association and are eligible at the local level.

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Town
Easton
Property Address
Center, Depot, Short,
Purchase Streets
Area(s)
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Form No.
I

Modern Buildings are not Represented on District Data Sheet

Inv#	St#	Street Name	Property Name	Date	Architectural Style
946	434	Center Street	Granite Marker	1974	N/A
205		Depot Street	Congregational Church	1885	Shingle
206	259	Depot Street	House	ca. 1860	No Style
207	261	Depot Street	House	ca. 1860	No Style
208	263	Depot Street	Ripley House	ca. 1840	No Style
	263	Depot Street	Shed	ca. 1900	No Style
209	336	Depot Street	House	ca. 1840	No Style
	336	Depot Street	Garage	ca. 1940	No Style
210	350	Depot Street	Former Center Schoolhouse	1856	Greek Revival
211	354	Depot Street	House	ca. 1870	Victorian Eclectic
212	364	Depot Street	William Reed House	1786	Federal
	364	Depot Street	Barn	ca. 1900	No Style
213	369	Depot Street	Mason House	ca. 1870	Victorian Eclectic
	369	Depot Street	Shed	ca. 1900	No Style
214	375	Depot Street	House	ca. 1860	Victorian Eclectic
215	3	Purchase Street	Clapp House	ca. 1870	Victorian Eclectic
	3	Purchase Street	Garage	ca. 1940	No Style
216	6	Purchase Street	Stillman Lincoln House	ca. 1870	Victorian Eclectic
	6	Purchase Street	Stone wall	ca. 1900	N/A
817		Short Street	Oliver Howard Cemetery	1803	N/A
217	4	Short Street	House	ca. 1870	Victorian Eclectic
218	14	Short Street	House	ca. 1900	Bungalow
219	25	Short Street	House	ca. 1940	Cape Cod
222	31	Short Street	Oliver Howard House	ca. 1815	Federal
220	76	Short Street	House	ca. 1840	No Style
221	104	Short Street	House	ca. 1940	Cape Cod
191 224	106	Short Street	House	ca. 1940	Cape Cod

INVENTORY FORM CONTINUATION SHEET

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Center, Depot, Short,
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Modern Buildings are not Represented on District Data Sheet

Inv#	St#	Street Name	Property Name	Date	Architectural Style
947			Former Old Colony RR	1866	N/A
826		Center Street	Central Cemetery	1803	N/A
926		Center Street	Civil War Monument	1882	N/A
190 191		285 Center Street	Clark House	ca. 1840	Greek Revival
		285 Center Street	Stone Wall	ca. 1900	N/A
46		300 Center Street	Edson House	ca. 1800	Federal
		300 Center Street	Barn	ca. 1900	No Style
		300 Center Street	Stone Wall	ca. 1900	N/A
192		314 Center Street	Miranda Howard House	ca. 1840	No Style
193		321 Center Street	House	ca. 1850	Greek Revival
		321 Center Street	Barn	ca. 1890	Victorian Eclectic
		321 Center Street	Stone Wall	ca. 1900	N/A
194		347 Center Street	Wm. Leonard House	ca. 1870	Victorian Eclectic
		347 Center Street	Barn	ca. 1900	Victorian Eclectic
195		348 Center Street	H. L. Leonard House	ca. 1890	Victorian Eclectic
		348 Center Street	Barn	ca. 1900	Victorian Eclectic
196		349 Center Street	House	ca. 1870	Victorian Eclectic
		349 Center Street	Barn	ca. 1870	No Style
197		367 Center Street	House	ca. 1940	Cape Cod
198		409 Center Street	House	ca. 1850	Victorian Eclectic
		409 Center Street	Barn	ca. 1970	No Style
		409 Center Street	Stone wall	ca. 1900	N/A
199		414 Center Street	House	ca. 1920	Colonial Revival
200		425 Center Street	House	ca. 1940	Bungalow
		425 Center Street	Garage	ca. 1940	No Style
201		429 Center Street	David Reed House	ca. 1840	Greek Revival
202		432 Center Street	House	ca. 1860	Victorian Eclectic
		432 Center Street	Garage	ca. 1940	No Style
203		433 Center Street	House	ca. 1860	Victorian Eclectic
		433 Center Street	Shed	ca. 1900	No Style
204		434 Center Street	House	ca. 1860	Victorian Eclectic

INVENTORY FORM CONTINUATION SHEET

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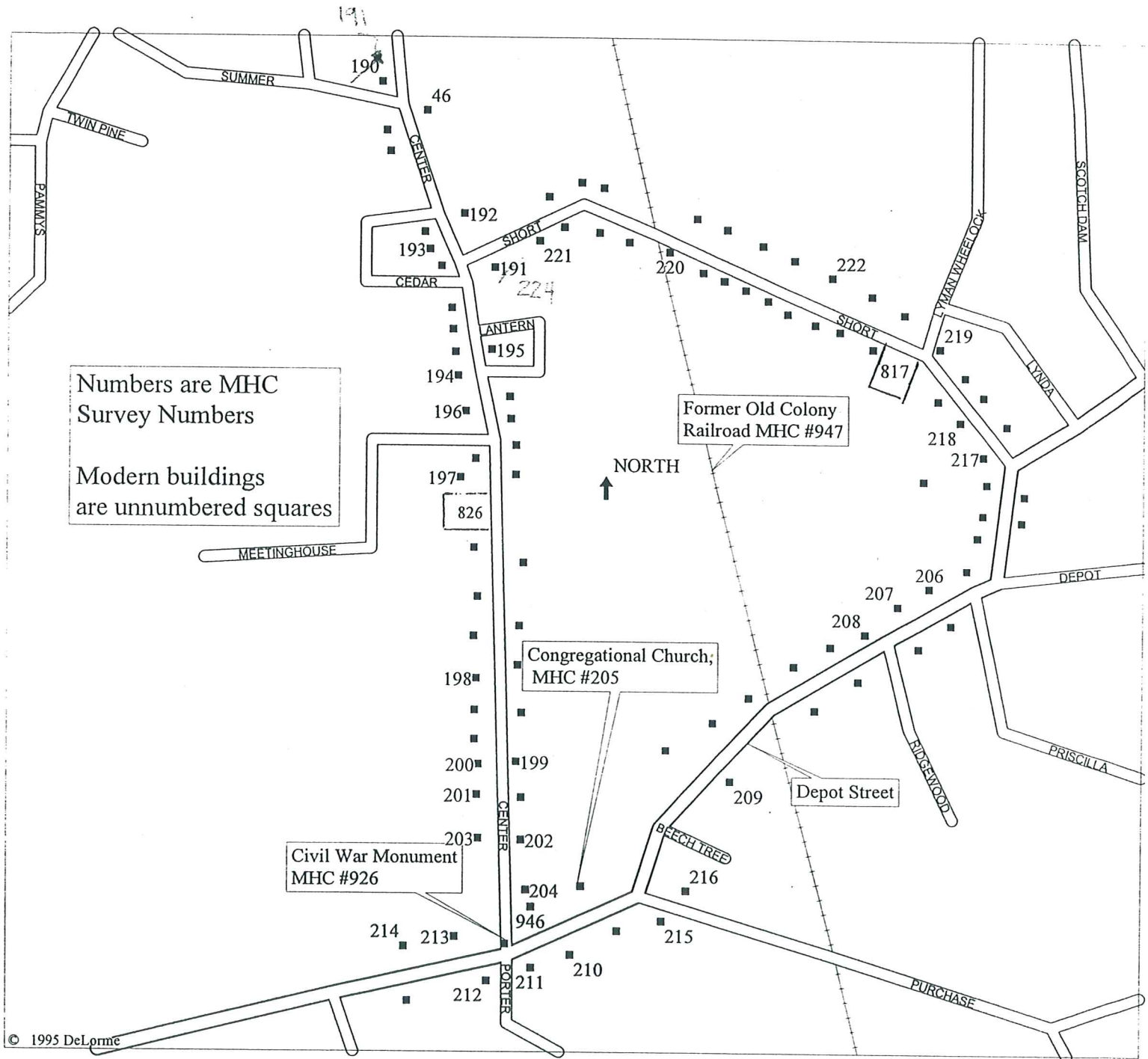
Town
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Modern Buildings are Unnumbered Squares



INVENTORY FORM CONTINUATION SHEET

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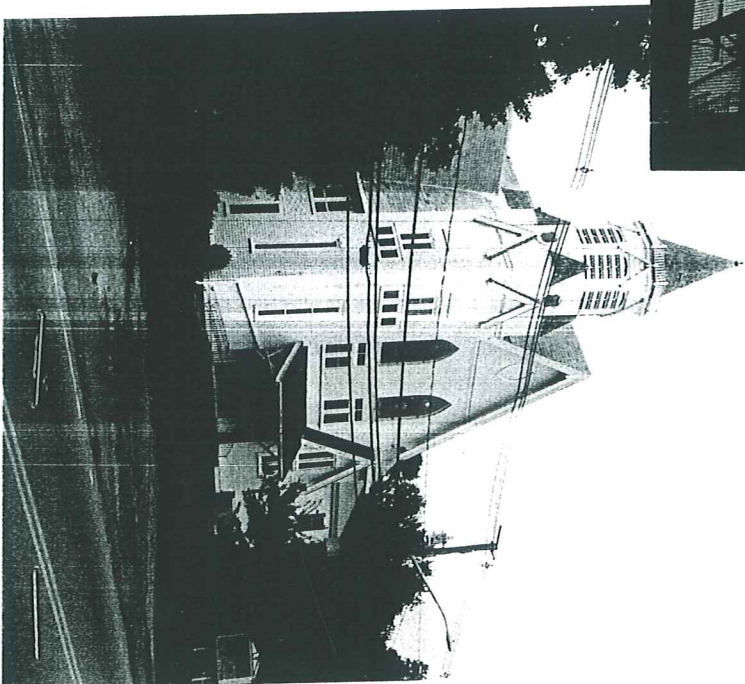
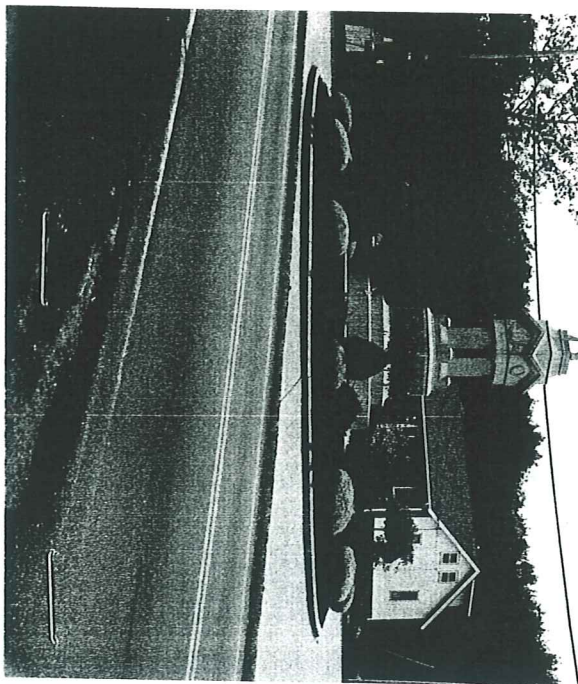
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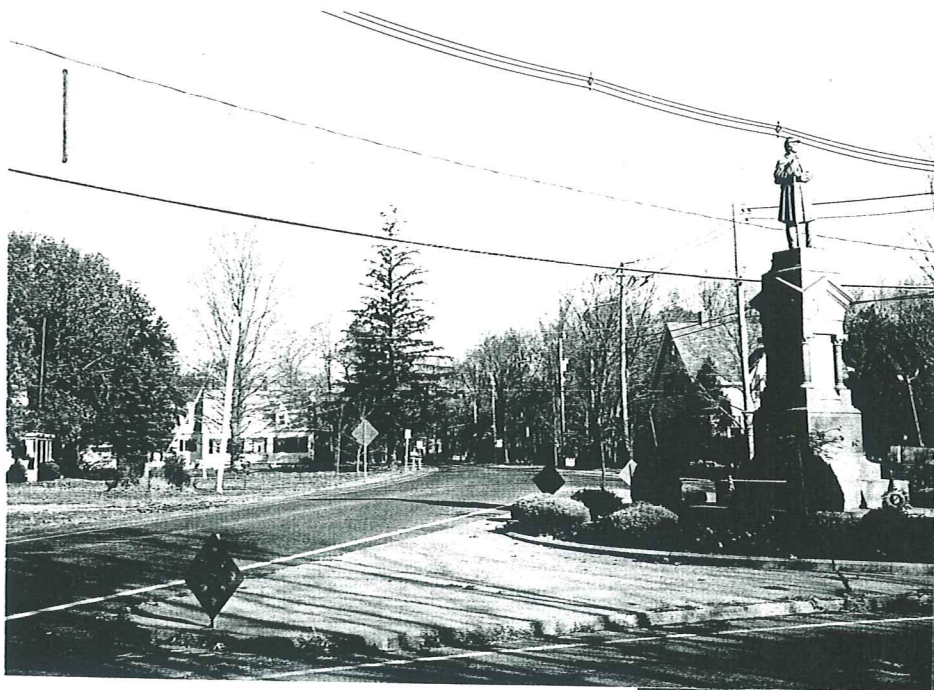
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INVENTORY FORM CONTINUATION SHEET

EASTON

HAYWARD-POOL AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

Hayward – Pool Area

EST.K

Prepared by PAL, December 2012

This continuation sheet is a supplement to the existing inventory form for Hayward-Pool Area, EST.K.

ARCHITECTURAL DESCRIPTION (Continued)

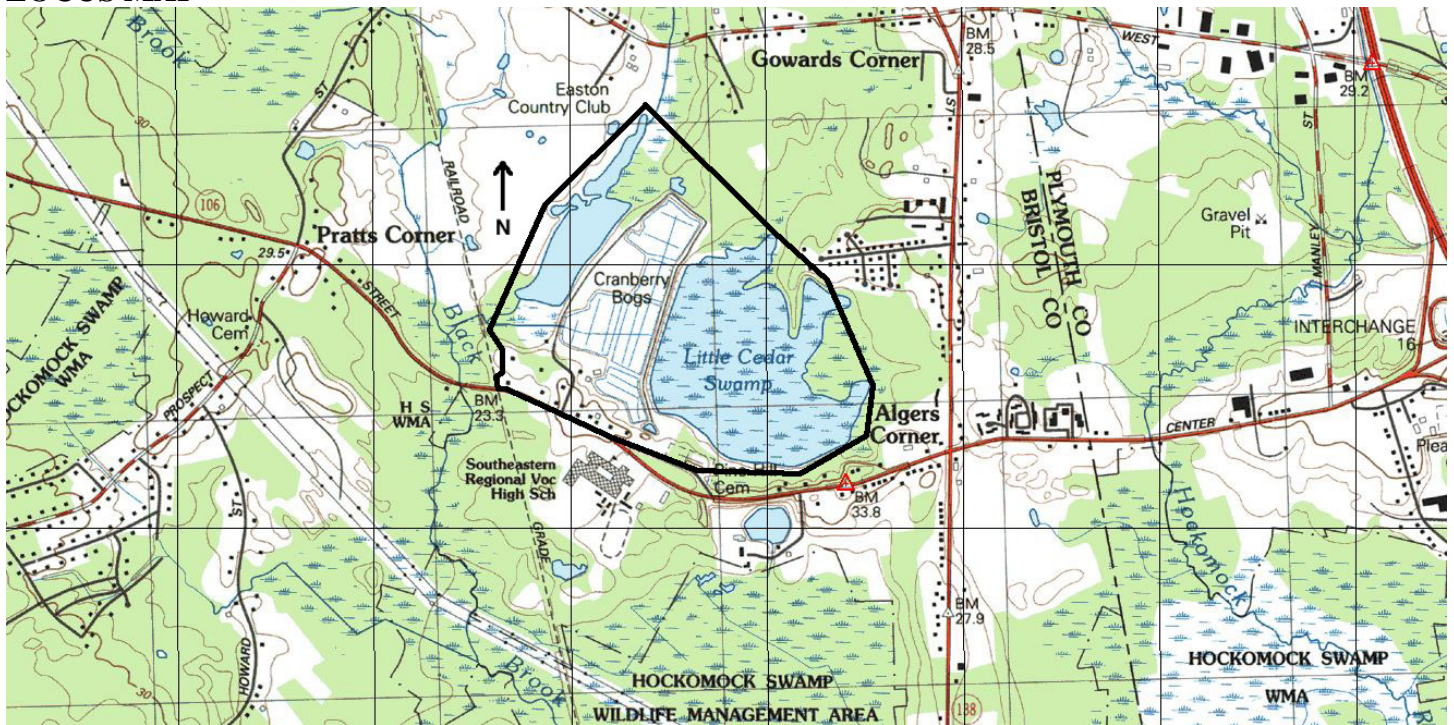
A field survey in December 2012 verified that the Hayward-Pool Area appears to be largely unchanged since it was previously surveyed in 1998. The survey confirmed that there are at least 10 contributing properties of high architectural and historical integrity. Due to access restrictions, a site visit to the Morse Brothers Cranberry Bog (EST.948), which includes Morse Brothers Company Building #1 (EST.252), Morse Brothers Company Building #2 (EST.253), Morse Brothers Company Shed #1 (EST.252), and Morse Brothers Company Shed #2 (EST.252) was not possible to complete photography and documentation and to determine integrity. The Area Data Sheet reflects the most current updates for all properties within the area that are listed in the MHC Inventory. The survey confirmed that the Hayward-Pool Area is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C for its association with nineteenth-century residential, agricultural, and light industrial activities in Easton and for its well-preserved collection of residential architecture in the Colonial, Federal, Greek Revival, and Colonial Revival styles.

BIBLIOGRAPHY and/or REFERENCES (Continued)

Johnson, Sanford

1998 *MHC Form A: Hayward-Pool Area*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

LOCUS MAP



AREA DATA SHEET

Continuation sheet 1

INVENTORY FORM CONTINUATION SHEET

EASTON

HAYWARD-POOL AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Hayward – Pool Area

EST.K

The following is a list of properties within the district that are included in the MHC Inventory.

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
EST.948	Morse Brothers Cranberry Bog	Foundry Street	1910			C
EST.252	Morse Brothers Cranberry Company Building #1	Foundry Street	1910	Colonial Revival		C
EST.253	Morse Brothers Cranberry Company Building #2	Foundry Street	1910	Colonial Revival		C
EST.254	Morse Brothers Cranberry Company Shed #1	Foundry Street	1910	Colonial Revival		C
EST.244	Morse Brothers Cranberry Company Shed #2	Foundry Street	1910	Colonial Revival		C
EST.950	Old Colony Railroad	Foundry Street	1866			C
EST.62	Red, The House	227 Foundry Street	1778	Federal		C
EST.245	Hayward, Edward, R. House	239 Foundry Street	1870	Italianate	1	C
EST.246	Hayward, Harold – Gershman House	243 Foundry Street	1928	Colonial Revival	1	C
EST.247	Hayward, Edward B. House	247 Foundry Street	1880	Queen Anne	2	C
EST.248	Hayward, Joseph Jr. House	261 Foundry Street	1810	Federal		C
EST.249	Pool, Harrison House	263 Foundry Street	1870	Greek Revival		C
EST.63	Poule House	269 Foundry Street	1780	Colonial		C
EST.251	Hayward, Edward – Pool, Dea. Samuel House	285 Foundry Street	1770	Colonial		C
EST.827	Pine Grove Cemetery	Morse Road	1796			C

C Contributing property to the district
 NC Non-contributing property to the district

INVENTORY FORM CONTINUATION SHEET

EASTON

HAYWARD-POOL AREA

MASSACHUSETTS HISTORICAL COMMISSION

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Hayward – Pool Area

EST.K



Edward B. Hayward House (EST.247), view looking north.



Harold Hayward – Gershman House (EST.246) and Edward Hayward, R. House (EST.245) (l-r), view looking northwest.

MASSACHUSETTS HISTORICAL COMMISSION
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HAYWARD-POOL AREA

Area(s) Form No.

EST.K

- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Brockton K

62, 63, 244-254, 827,
947, 948

Town Easton

Place

Area Name Hayward-Pool Area

Present Uses Residential, Agricultural, Burial Ground

Construction Dates 1770-1928

Overall Condition

Good-Excellent

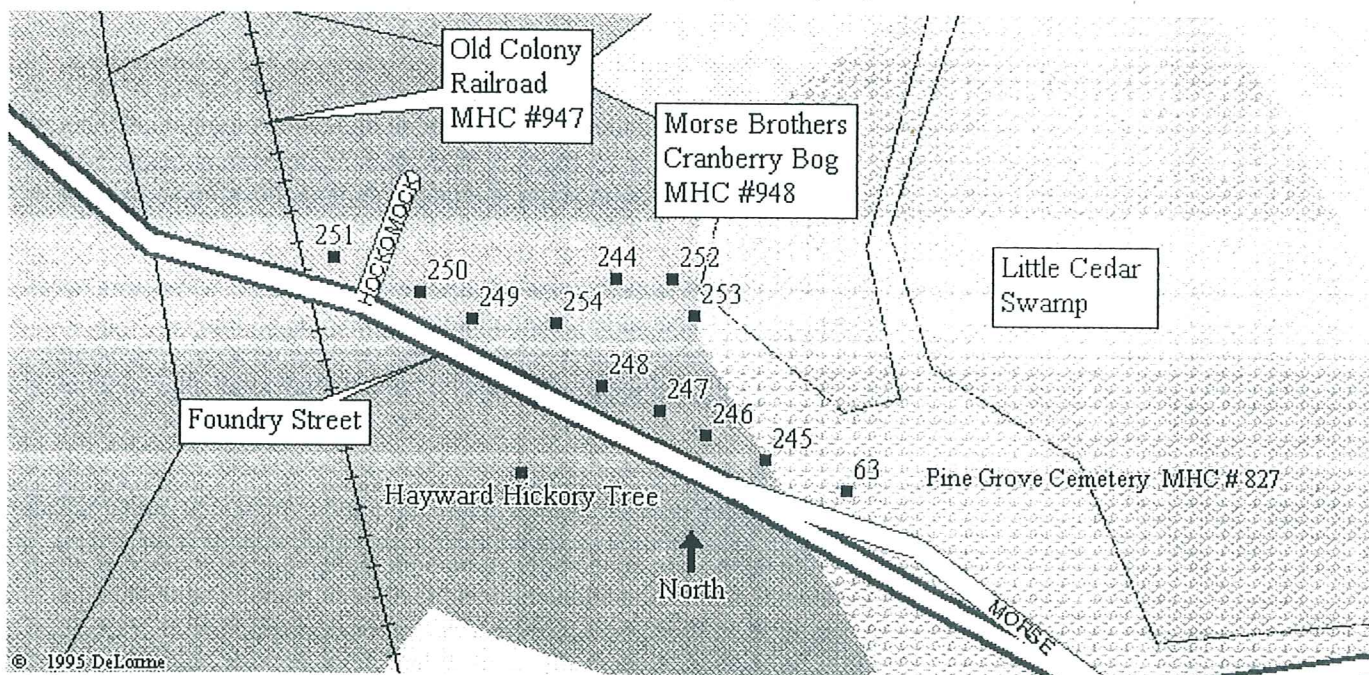
Major Intrusions and Alterations

Acreage Approximately 60

Recorded by Sanford Johnson

Organization Easton Historical Commission

Date (month/year) 7/98



Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

AREA FORM

ARCHITECTURAL DESCRIPTION ☒ *see continuation sheet*

Describe architectural, structural and landscape features and evaluate in terms of other areas in the community.

The Hayward-Pool Area is named for two families who settled the area around 1713. The landscape is wooded rolling hills with a cranberry bog and cedar swamp at the north side, totaling about 60 acres. The area is on the north side of Foundry Street and includes the former Old Colony Railroad at its western end and the Pine Grove Cemetery at the east end of Morse Road. The length of Morse Road runs parallel to Foundry Street for approximately one quarter mile at the eastern end of the area. Resource types include residences, barns, stone walls, a cranberry bog with four associated structures and a cemetery. Building styles are Colonial, Federal, Greek Revival, Shingle, Victorian Eclectic and Colonial Revival, rendered in wood. Land use has been agricultural, light industrial and is now mainly residential with the exception of the cranberry bog. Buildings in the area are located on large adjacent lots on the north side of Foundry Street, imparting a linear village sensibility. The lack of a crossroads precludes a sense of geographical depth. Buildings are in good to excellent condition and retain integrity of design, materials and setting in most cases. The modern vocational school adjacent to the southern edge of the area is of a far larger scale than homes in the neighborhood.

The 1778 Joseph Hayward "Red House" at 227 Foundry Street (MHC #63) is a Federal style design of five bays and two and one-half stories with a large center chimney. The two-room plan is expanded by an attached Colonial Revival style garage with arched doorway. Distinctive elements include the 12/12 double-hung sash and Federal entry surround. Walls are clad in vinyl clapboards, the roof in asphalt shingles and the foundation is built of cut granite. A barn was attached to the east side of the house according to an 1895 map but does not survive. The house is in good condition.

HISTORICAL NARRATIVE ☒ *see continuation sheet*

Explain historical development of the area. Discuss how this area relates to the historical development of the community.

PRE INDUSTRIAL PERIOD 1713-1830

The history of the Hayward-Pool Area is characterized primarily by agricultural activities carried out amid light industry such as sawmilling and precision measuring instrument manufacture. European settlement in the area was carried out by residents moving east from Alger's Corner (Foundry and Prospect Streets) and west from Pratt's Corner (Foundry and Washington Streets) in the early 1700s. Edward and Hannah Hayward built a house around 1713 on the site of 227 Foundry Street in order to harvest the marsh hay and cedar trees growing to the north and to dig clay for bricks. The swampy ground also provided an opportunity to manufacture iron products from bog iron. Sons of the Haywards, Edward Jr. and Joseph, had both built houses in the area by 1780 and continued to harvest the marsh hay and cedar trees. Foundry Street had been extended as a town way by 1782 between the Red House (227 Foundry Street, MHC #63) and Prospect Street. By 1830 there were at least three houses between Prospect and Turnpike Streets, (227, 261, 285 Foundry Street, MHC #s 63, 248, 251) occupied by Haywards and by selectman John Pool. A variety of small scale industries, including sawmilling by George Washington Hayward, and precision measuring instrument manufacture by John and Horace Pool, had begun operations in the area by 1830 which continued into the early twentieth century.

BIBLIOGRAPHY and/or REFERENCE ☒ *see continuation sheet*

☒ *Recommended as a National Register District. If checked, you must attach a National Register Criteria Statement form.*

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Hayward - Pool
Form No.
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ARCHITECTURAL DESCRIPTION

The **Joseph Hayward Jr. House at 261 Foundry Street, (MHC # 248)** built ca. 1810, is one of three side-gabled, one and one-half-story cottages in the area. The Federal style five-bay facade is lit by 12/12 double-hung sash placed close to the eave and the center entry is ornamented by pilasters and a frieze. A large brick chimney marks the center of the roofline. Wood shingled walls are supported by the cut granite foundation. An expanse of grassy yard separates the house with detached 19th century barn from its neighbors. The buildings are in good condition and retain integrity of setting and materials. The ca. 1850 **Horace M. Pool House at 269 Foundry Street (MHC # 250)** is a Greek cottage similar to 261 Foundry Street. The five-bay facade is lit by 6/6 double-hung sash and has a center entry with full-length sidelights. Wood clapboards sheath the facade and wood shingles are on the side elevations. The attached barn and large yard remain from the period of agricultural use. A third cottage is located at **285 Foundry Street (Edward Hayward/Deacon Pool House, MHC # 251)** and is the oldest of the group, built around 1770. The Colonial style house has a center chimney, 2/2 double-hung sash very close to the overhanging eave and a jetty on the gable ends. It is clad in wood clapboard and expanded at the rear by a one-story addition.

The **Edward R. Hayward House at 239 Foundry Street (MHC # 245)** is a two and one-half-story Victorian Eclectic style residence built around 1870. The side-gabled plan is expanded by a one-story ell at the right (east) elevation and by two bays on the first story of the facade. Round-headed sash light the gable peaks. Walls are clad in vinyl clapboards and windows are 1/1 modern sash. The **Edward B. Hayward House at 247 Foundry Street (MHC # 247)** is a large ornate Shingle style residence built for the civil engineer and surveyor around 1880. The three bay, cross-gabled plan is three bays deep and is expanded by porches at the facade and left (west) elevation. Decorative elements include the stagger butt pattern shingles, turned porch posts with jigsaw brackets, vergeboards and a wide frieze. A front-gabled barn built in the 19th century is attached at the right side of the well-maintained house. The scale and level of ornament mark this as the architectural centerpiece of the Hayward-Pool Area. The **Harrison Pool House at 263 Foundry Street (MHC # 249)** is a one and one-half story, front gabled Victorian Eclectic style residence built around 1870. The three-bay by two-bay plan is expanded by a left side ell with a modern shed dormer on the front slope of the roof. The house has been altered by the addition of vinyl siding and 1/1 double-hung sash. A high stone wall that may have been part of a barn foundation occupies the back yard.

The buildings of the **Morse Brothers Cranberry Bog (MHC # 244)** appear to have been built around 1910 when the bog was first commercially harvested. The two wood clapboard structures at the driveway are one-story, pyramidal hipped forms with 12/12 double-hung sash, but, few other distinguishing elements. A pair of two-story wood shingled buildings are located further north of Foundry Street and appear to serve as storage and administration offices. These are located at the western edge of the bog and may post-date the original bog-related buildings. The bog is wet, low-lying ground adjacent to the little Cedar Swamp.

The **Hayward/Gershman House at 243 Foundry Street (MHC # 246)** is a Colonial Revival style residence built in 1928. The side-gabled, two and one-half-story wood-shingled building is ornamented with a Colonial Revival center entry porch with gabled roof and segmental arched ceiling. A one-story enclosed porch occupies the left (west) wall and is topped by a balustrade. Windows are 6/6 double-hung sash and two chimneys mark the roofline. A detached wood shingled garage is in the back yard and may have been built during the first half of the twentieth century.

The **Pine Grove Cemetery (MHC #827)** is at the eastern end of Morse Street and occupies approximately one acre of flat ground surrounded by pine forest. A cast-iron gate set in concrete footings marks the entry to the cemetery which contains approximately 100 stones cut in slate, limestone and granite. Three limestone obelisks mark the resting places of some of the more prosperous residents which include many Pool and Hayward family members. A low stone wall separates the burial ground from the road.

The Hayward-Pool Area is a cohesive group of residences with a strong historical association to one another through shared family ownership. The distinct boundaries and lack of intrusions and alterations on the north side of Foundry Street facilitate the historic appearance of the neighborhood.

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HISTORICAL NARRATIVE - PRE INDUSTRIAL PERIOD - 1713-1830

The **Edward Hayward/Deacon Samuel Pool House at 285 Foundry Street (MHC #251)** may have been built around 1770. The Deacon (1736-1830) occupied the house until his death and it was later owned by selectman, town clerk and treasurer, John Pool (1769-1865). Mr. Pool was the father of the founders of the measuring instrument company, John Jr. and Horace Pool. The "**Red House**" at **227 Foundry Street (MHC # 63)** was built in 1778 for the lumberman and farmer Joseph Hayward (1738-1825) who donated land for the **Pine Grove Cemetery in 1796 (MHC # 827)**, in which many members of both the Hayward and Pool families are buried. The **Joseph Hayward Jr. House at 261 Foundry Street (MHC #248)** was built around 1810 and was occupied by Joseph's descendants who farmed the land until 1996. The property remains in the Hayward family.

EARLY INDUSTRIAL PERIOD 1830-1870

By 1830, North Easton, South Easton and the Foundry Village had all been industrialized to a large degree while the Hayward-Pool area was not noted as such on the map published in that year. This is explained by the relatively small scale of the operations here in comparison to the other villages. The John and H. M. Pool Company, makers of surveying, leveling and other precision measuring instruments, were the principal industrialists in the neighborhood and employed only three to eight people during the 1800s. The company's products included levels, theodolites, protractors, compasses, gunsights and measuring chains. Production began around 1825 and continued into the twentieth century with products being recognized for quality of manufacture by mechanics' groups over a long period of time. One of the family members branched into the manufacture of thermometers in mid-century at Alger's Corner. The H. M. Pool surveying instrument company was based in a building no longer extant between **285 and 269 Foundry Street (MHC #s 251, 250)** as seen by instrument and thermometer glass still on the ground.

The **Harrison Pool House at 263 Foundry Street (MHC #249)**, built around 1850 for Mr. Pool (1816-1869), was later occupied by John M. Pool (1824-1904) who operated the instrument factory two doors to the west. John Pool occupied the house until his death in 1904 and was the final operative of the instrument factory. Harrison Pool's brother and boss Horace (1803-1878) occupied the house at **269 Foundry Street (MHC # 250)**, built around 1850. This was later occupied by Anne M. Richmond, possibly a widowed daughter.

Members of the Hayward family also contributed to economic growth in the neighborhood, although in more traditional ways than the Pools. Edward Hayward's grandson George occupied the **Red House at 227 Foundry Street (MHC # 63)** during much of the nineteenth century and farmed the land. George Washington Hayward (1807-1880) also produced charcoal, operated a steam sawmill, raised and cured hops on the property from around 1869 through the end of the period. He learned hop growing from his cousin Cyrus in Hamilton, New York, a well documented center of hop culture. The hop harvest was a time of intensive labor by many temporary employees and required the construction of a considerable structure for drying and storage. In 1884, Hayward hired 50 boys to pick his crop. The hop kiln and barn, built 1868, were just west of the house according to the 1871 Beers map and may have stood until after 1895. In 1829, G.W. Hayward brought a hickory tree from Ohio with exceptionally large nuts which still stands across the street from the Hayward - Pool Area on the grounds of the Southeastern Regional Vocational Technical High School.

The **Old Colony Railroad (MHC #947)** was constructed west of the area in 1866. The company built a spur line through Easton that left the main line near Canton and rejoined it at Taunton, but it failed to encourage large scale industry in the town. A spur was built south of the Hayward - Pool Area to transport product of the Hayward saw mill.

LATE INDUSTRIAL PERIOD 1870-1915

Settlement patterns and activities established during the Early Industrial Period continued in the Late Industrial. Hop production at the G. W. Hayward Farm endured until at least 1886, long after it was not commonly produced in this region of the country. The steam sawmill augmented hop production income for the Haywards from the late 1860s and produced a million board feet of lumber in its

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first year of operation. Indeed, there is a rail siding in the vicinity on the 1895 atlas indicating the mill shipped a great deal of lumber. Not more than six families lived within the boundaries of the area and were able to carry on the three distinct industries of milling, measuring instrument manufacture and charcoal production in addition to the agricultural activities. The mathematical instrument company continued to operate under the management of John M. Pool until after 1889 according to the resident directory of that year. The Brockton and Taunton Street Railway began operations around 1896 on the length of Washington Street and bypassed the Hayward-Pool Area at Alger's Corner to the east. It continued operation into the Early Modern Period.

Residents built several notable homes during the period including the ornate Shingle style **E. B. Hayward House at 247 Foundry Street (MHC # 247)**. Edward B. (1861-1948) and Mary Ann Hayward built this home ca. 1885 while Mr. Hayward worked as a civil engineer, insurance salesman and surveyor. At the turn of the century, Mr. Hayward worked as surveyor to the Ames family of shovel manufacturers (MHC Areas B, E).

The **Edward R. Hayward House at 239 Foundry Street (MHC # 245)**, built around 1870, was occupied by Mr. Hayward (1837-1915) until at least 1911. Mr. Hayward worked as a farmer and lumber dealer, utilizing the steam sawmill constructed by his father George Washington Hayward on the south side of Foundry Street in 1869. This mill burned in 1873, was rebuilt and burned again in 1889. Other Haywards in the area in the Late Industrial Period included the farmer Nahum Hayward and his relative William W. Hayward who tuned pianos.

The **Morse Brothers Cranberry Bog (MHC # 244)** on Foundry Street opened in 1910 under the name Meadow Lea Bog which comprises the southwest corner of Little Cedar Swamp. The swamp had attracted the area's original settlers in the eighteenth century for its cedar trees, marsh hay and bog iron and continues to provide agricultural products to the present day. Two small wood clapboard sheds exist near the street and probably were built around the time of the bog's first cranberry operations. Two other shingled buildings constructed during the first half of the twentieth century exist farther north of Foundry Street. The bog was owned by a resident of Carver until 1958 when the Morse Brothers bought the property.

EARLY MODERN PERIOD 1915-1945

By 1940, according to maps created by the W. P. A., land in the area was in use as pasture with few planted crops. Approximately one-half the buildings in the neighborhood were agricultural residences while others were residential. Morse Road was a segment of Foundry Street that had been bypassed between 1921 and 1936, lending sense of isolation to the **Pine Grove Cemetery (MHC #827)**.

In 1920, Edward B. and Mary Ann Hayward and their children, Beth, E. Carleton and Kenneth resided at **247 Foundry Street (MHC # 247)**. Mr. Hayward worked as engineer for the Meadow Lea Cranberry Company which later became the **Morse Brothers Cranberry Bog (MHC # 244)**. The children worked respectively as a teacher, farmer and civil engineer. In 1939, Mr. Hayward worked for the firm Hayward and Hayward, possibly another name for his surveying company. The Colonial Revival style **Hayward/Gershman House at 243 Foundry Street (MHC # 246)**, was built around 1928 for Harold and Mable Hayward. Mr. Hayward worked as the manager of Hayward Motors on Washington Street according to 1939 the resident directory. The only Pool family members in the neighborhood according to the resident directory in 1929 were Herbert A. Poole, his wife Addie and a daughter named Mayna. Herbert worked as a chemist in Brockton.

MODERN PERIOD 1945-1960

With the exception of the cranberry bog, industrial and agricultural activities have ceased and the neighborhood is now residential. The **Joseph Hayward Jr. House at 261 Foundry Street (MHC #248)** was occupied by Joseph's descendants who farmed the land until 1996. The property remains in the Hayward family. A third sawmill was constructed at the **Edward R. Hayward House at 239 Foundry Street (MHC # 245)** in 1954 but does not survive. The Southeast Regional Vocational Technical High School across Foundry Street from the Hayward Pool Area was built in 1967 on land occupied in 1886 by E. B. Hayward's sawmilling operations.

INVENTORY FORM CONTINUATION SHEET

Town
Easton
Property Address
Foundry, Morse
Streets

Massachusetts Historical Commission
220 Morrissey Boulevard
Massachusetts Archives Building
Boston, Massachusetts 02125

Area(s)
Hayward - Pool
Form No.
K

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Massachusetts Historical Commission
Massachusetts Archives Building
220 Morrissey Boulevard
Boston, Massachusetts 02125

Community **Property Address**
Easton Foundry, Morse Streets

Area(s) **Form No.**
Hayward-Pool K

National Register of Historic Places Criteria Statement Form

Check all that apply:

Individually eligible Eligible only in a historic district

Contributing to a potential historic district Potential historic district X

Criteria: X A B X C D

Criteria considerations: A B C D E F G

Statement of significance by: Sanford Johnson

The criteria that are checked in the above sections must be justified here.

The Hayward-Pool Area is eligible for the National Register of Historic Places as a district under criteria A and C. The neighborhood is primarily residential but retains elements from its time as an agricultural and light industrial district. Three barns survive to indicate the locations of former farms and a cranberry bog is still in business. Residences formerly owned by members of the Pool family, proprietors of the precision measuring instrument company, are located in the district. Residences are built in the Colonial, Federal, Greek Revival, Shingle and Colonial Revival styles and retain integrity of design, materials and association.

INVENTORY FORM CONTINUATION SHEET

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Massachusetts Archives Building
Boston, MA 02125

Town
Easton
Property Address
Foundry, Morse Street

Area(s)
Hayward-Pool
Form No.
K

Inv #	St #	Street Name	Property Name	Date	Architectural Style
253		Foundry Street	Morse Brothers Cranberry Bog Building #2	ca. 1910	Colonial Revival
252		Foundry Street	Morse Brothers Cranberry Bog Building #1	ca. 1910	Colonial Revival
244		Foundry Street	Morse Brothers Cranberry Bog Shed #2	ca. 1910	Colonial Revival
254		Foundry Street	Morse Brothers Cranberry Bog Shed #1	ca. 1910	Colonial Revival
63	227	Foundry Street	Red House	1778	Federal
	227	Foundry Street	Stone Wall	ca. 1900	N/A
245	239	Foundry Street	Edward R. Hayward House	ca. 1870	Victorian Eclectic
246	243	Foundry Street	Hayward/Gershman House	ca. 1928	Colonial Revival
	243	Foundry Street	Garage	ca. 1940	No Style
247	247	Foundry Street	Edward B. Hayward House	ca. 1880	Shingle style
	247	Foundry Street	Barn	ca. 1900	N/A
248	261	Foundry Street	Joseph Hayward Jr. House	ca. 1810	Federal
	261	Foundry Street	Barn	ca. 1980	N/A
249	263	Foundry Street	Harrison Pool House	ca. 1870	Victorian Eclectic
	263	Foundry Street	Stone Wall	ca. 1900	N/A
63 250	269	Foundry Street	Horace Pool House	ca. 1850	Greek Revival
	269	Foundry Street	Barn	ca. 1900	N/A
251	285	Foundry Street	Edward Hayward/Deacon Pool House	ca. 1770	Colonial
827		Morse Road	Pine Grove Cemetery	1796	N/A
947			Former Old Colony Railroad	1866	N/A
948		Foundry Street	Morse Brothers Cranberry Bog	1910	N/A

INVENTORY FORM CONTINUATION SHEET

Massachusetts Historical Commission
220 Morrissey Boulevard
Massachusetts Archives Building
Boston, Massachusetts 02125

Town
Easton

Property Address
Foundry, Morse
Streets

Area(s) Form No.
Hayward - Pool K



INVENTORY FORM CONTINUATION SHEET

Massachusetts Historical Commission
220 Morrissey Boulevard
Massachusetts Archives Building
Boston, MA 02125

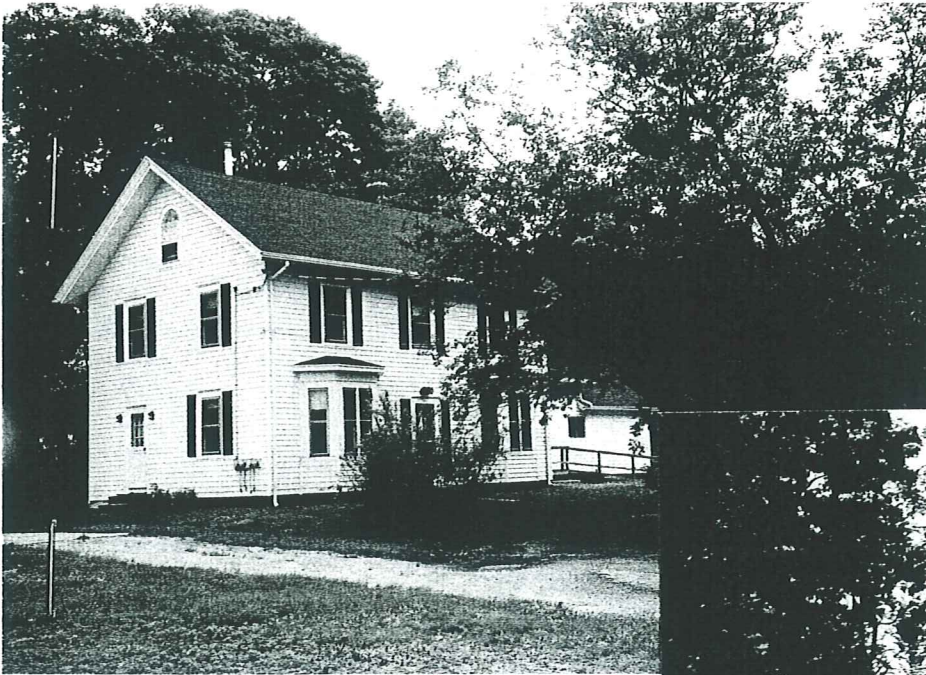
Town
Easton

Property Address
Center, Depot, Short
Purchase Streets

Area(s)
Easton Center

Form No.

IK



INVENTORY FORM CONTINUATION SHEET

Massachusetts Historical Commission
220 Morrissey Boulevard
Massachusetts Archives Building
Boston, MA 02125

Town
Easton

Property Address
Center, Depot, Short
Purchase Streets

Area(s)
Easton Center

Form No.
XK



INVENTORY FORM CONTINUATION SHEET

Massachusetts Historical Commission
220 Morrissey Boulevard
Massachusetts Archives Building
Boston, MA 02125

Town
Easton

Property Address
Center, Depot, Short
Purchase Streets

Area(s)
Easton Center

Form No.

JK



INVENTORY FORM CONTINUATION SHEET

Massachusetts Historical Commission
220 Morrissey Boulevard
Massachusetts Archives Building
Boston, MA 02125

Town
Easton

Property Address
Center, Depot, Short
Purchase Streets

Area(s)
Easton Center

Form No.

1



FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

	Somerset		
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MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town/City: Fall River

Place (*neighborhood or village*):

Photograph



Name of Area: Fall River Country Club Golf Course

Present Use: Recreational

Construction Dates or Period: 1922 (Nine-Hole Course);
1975 (18-Hole Course); 1990 (Clubhouse)

Overall Condition: Good

Major Intrusions and Alterations: 1899-1990:
Demolition, remodeling, and reconstruction of three
clubhouses; several reconfigurations in the course
layout; land infill and boundary modifications; and
expansion of a nine-hole course to eighteen.

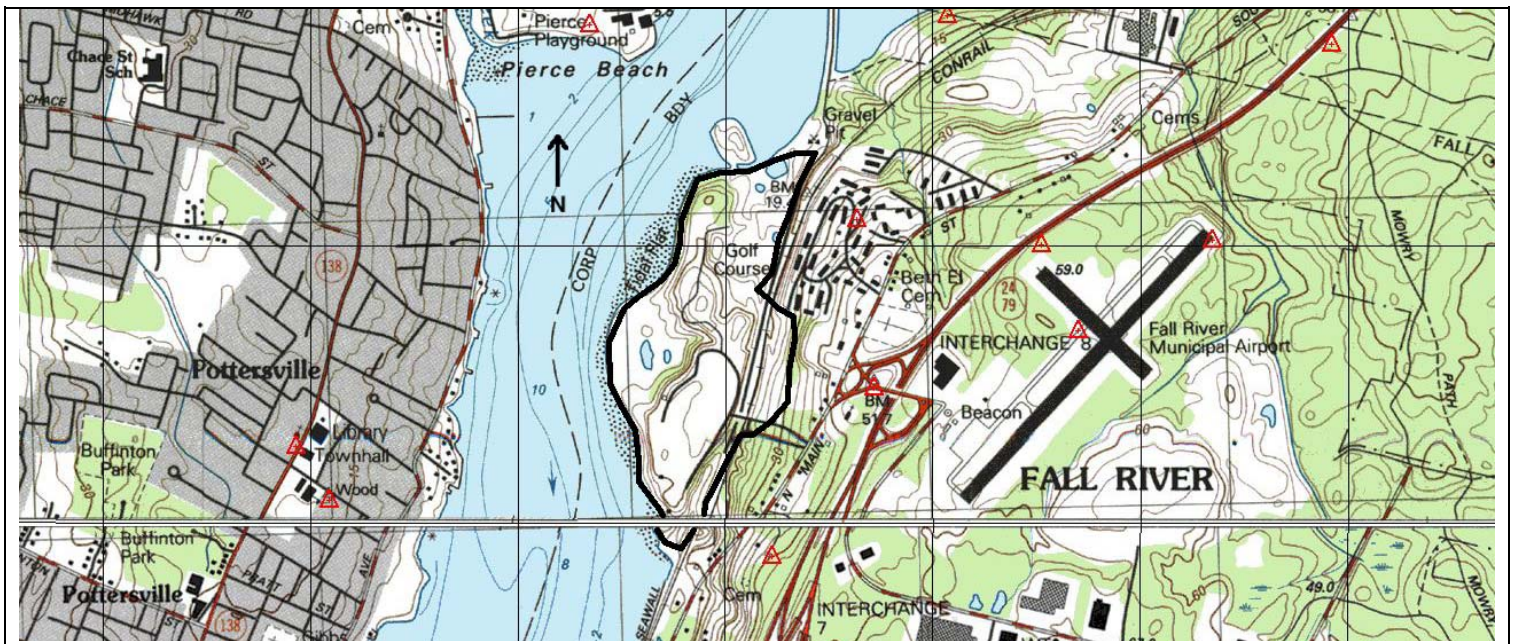
Acreage: Approx. 124.5

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

FALL RIVER COUNTRY
CLUB GOLF COURSE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

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- ☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

Oriented north to south, the Fall River Country Club Golf Course Area is an irregular, generally oval-shaped, 124.5-acre, eighteen-hole golf course that hugs the shoreline of the Taunton River at 4232 North Main Street. Set along the eastern shore of the Taunton River, the golf course is isolated from North Main Street, a major commercial thoroughfare, as it is screened by a forested corridor that lines the eastern boundary and located at the end of a narrow entrance road. A small section of the property extends beyond the Fall River Secondary Railroad right-of-way, north of Country Club Road. The course sits on a relatively flat, slightly rolling topography, bound to the north, south, and west by the sinuous Taunton River and to the east by the Fall River Secondary Railroad right-of-way. Extending east from the right-a-way, alongside Country Club Road, is a rectangular approximately 10.3-acre section of the course (added between 1974 and 1975) oriented north to south that includes two "holes" (Hole No. 6 and Hole No. 7), bound to the north by the South Winds Apartment Complex, the south by the Rope Walk Condominium Complex, and to the east by both land occupied by the Fall River Elks Lodge and private, residential properties. A round peninsula connected by a thin strip of land marks the northern tip of the golf course with access to two holes (Hole No. 4 and Hole No. 4).

Typical of twentieth-century golf courses, the heavily manicured landscape encompasses an entry road; clubhouse; pedestrian/golf-cart paths leading members through the eighteen-hole course; holes of tees, fairways, greens, and sandpits; and vegetation, including aesthetic corridors of mixed coniferous and deciduous trees, individual plantings, and man-made ponds. Country Club Road, a private, narrow, paved entrance road to the course, is an L-shaped road that runs west from North Main Street, over the railroad right-of-way, with a sharp, southern turn to the large, paved parking lot of the clubhouse. Sitting at the southern tip of the Fall River Country Club Golf Course Area, the clubhouse is a north-facing, asymmetrical, two-story, nine-bay by five-bay, Neocolonial style building with a cross-gambrel roof constructed between 1989 and 1990. The building is characterized by its Neocolonial elements, including clipped, gambrel-roofed, protruding bays and a centered porch on the northern facade supported by a colonnade with exaggerated Doric capitals. Fenestration is irregular with bay, ribboned, and picture windows.

Since it was expanded from a nine- to eighteen-hole course in 1975, the layout has remained as it is today, with an irregular course of eighteen holes predominantly oriented north to south and an equally irregular circulation path leading members sequentially to each hole. The course starts and finishes approximately 150-feet north of the clubhouse, with Hole No. 1 and Hole No. 18 parallel to one-another.

HISTORICAL NARRATIVE

The Fall River Country Club Golf Course was designed by A.H. Fenn in 1899 as a nine-hole course with emphasized views of the Taunton River waterfront that could be easily accessed by the railroad and local streetcar lines. An advertisement of this course in a golf directory from 1900 describes it as located at "Somerset Junction," four miles north of the Fall River railroad station. Since its inception, the course has been modified repeatedly to meet the needs interests of members. Between 1900 and 1922, the nine-hole layout was rearranged twice. From early on in the golf course's history, the administration sought to expand the site from nine holes to eighteen; however, more land was required to complete the initiative. Between 1950 and 1951, filled land was created at the center of the western boundary "from

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

FALL RIVER COUNTRY
CLUB GOLF COURSE

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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dredging of the Taunton River channel, which was deposited in the lowlands” (Buckley 1990:7). As the soil required settling before it could be developed, the course could not be enlarged for another twenty years. Between 1974 and 1975, the property was finally expanded into an eighteen-hole course.

In its current state, the country club property includes portions of a nine-hole golf course that date to 1922. As the layout of the course has changed, several different clubhouses have been constructed over the course of the property’s history. The original 1899 clubhouse burned in a fire in 1909, and was replaced by the second clubhouse in 1910 that was remodeled by 1975. In 1989, the building was demolished for the construction of a new, third clubhouse, completed in 1990 (Buckley 1990). After decades of modifications to the landscape and buildings, the property no longer retains integrity as a late-nineteenth- to early twentieth-century golf course. Due to the loss of historic buildings and structures, Fall River Country Club Golf Course is not eligible for listing in the National Register of Historic Places.

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INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

FALL RIVER COUNTRY
CLUB GOLF COURSE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

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Fall River Country Club Golf Course Area entrance, view looking northwest.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

Fall River

See data sheet

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Fall River

Place (*neighborhood or village*): Steep Brook

Name of Area: North Main Street Area

Present Use: Commercial and Residential

Construction Dates or Period: Mid-18th to early-20th C.

Overall Condition: Good

Major Intrusions and Alterations: None

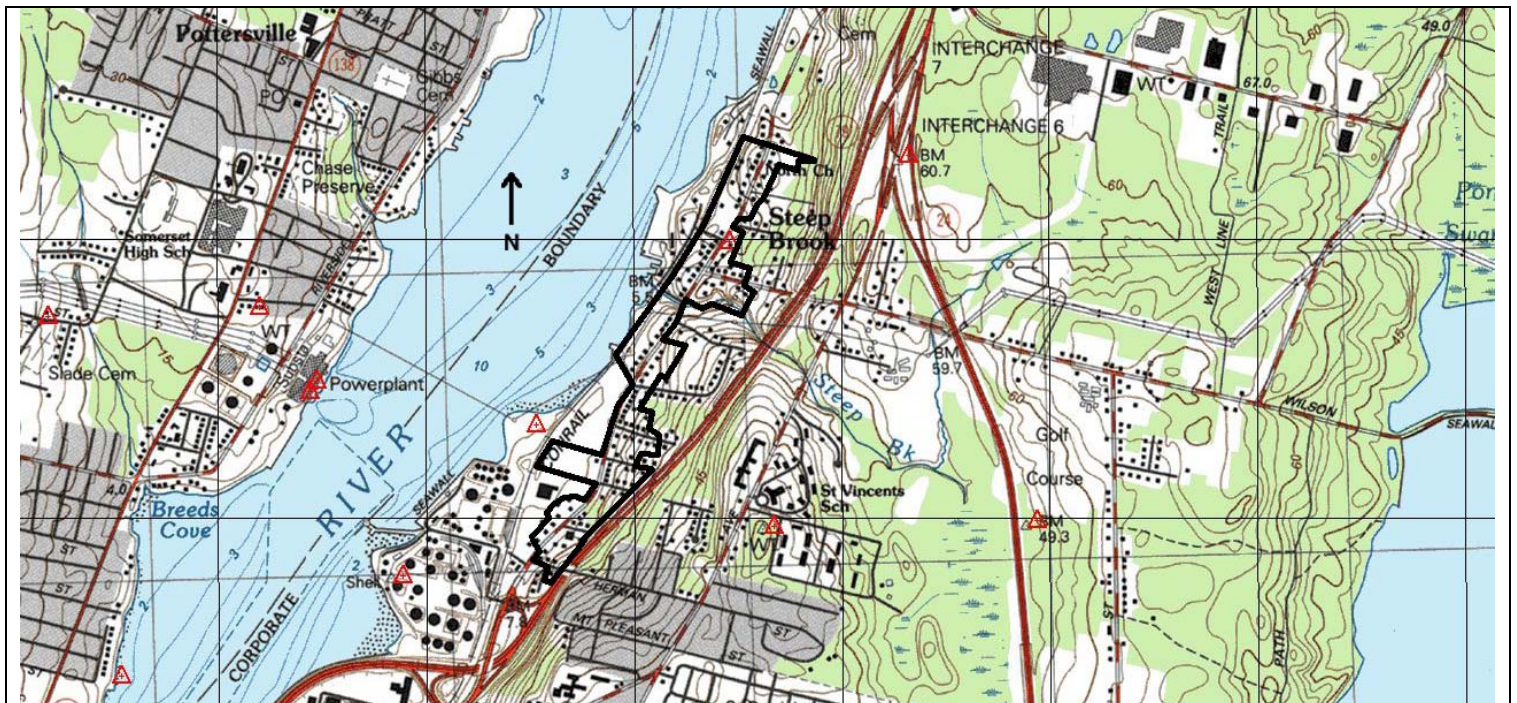
Acreage: Approx. 85

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The North Main Street Area is an approximately 85-acre, one-mile-long, residential corridor along North Main Street, including portions of (from north to south) Glendale Street, Winslow Street, Terry Lane, Clark Street, Wilson Road, Collins Street, Sidney Street, Baldwin Street, Holland Street, Haskell Street, Canedy Street, Wayland Street, Herman Street, and Homestead Street. The area is set within a high-traffic area, with moderately spaced, modest residences along the east bank of the Taunton River. It is roughly bounded by the Fall River Secondary Railroad Line right-of-way to the west, Millard Street to the north, Route 79 to the east, and Herman Street to the south. The area encompasses 157 properties with contributing properties dating from the mid nineteenth to the early twentieth century.

Building styles and forms represented in the area include Federal, Italianate, French Second Empire, Classical Revival, Craftsman, Colonial Revival, Dutch Colonial Revival, Bungalow, and Cape Cod. Some buildings have been altered with synthetic siding and replacement windows, but the overall area retains its architectural integrity and setting. Three of the properties along North Main Street are individually listed in the National Register of Historic Places as part of the Fall River MRA, including the Squire William B. Canedy House (FLR.274), a Federal style residence at 2634 North Main Street constructed ca. 1806; the Borden-Winslow House (FLR.275), a Georgian style residence at 3063 North Main Street constructed ca. 1740; and the Greek Revival style North Christian Congregational Church (FLR.241) with Gothic Revival style ornamentation, which was constructed in 1842.

HISTORICAL NARRATIVE

The North Main Street Area is a mixed residential and commercial district with contributing properties dating from the mid-eighteenth to the early twentieth century. It first developed as part of the early village of Steep Brook, which is known for retaining most of the surviving pre-industrial properties in the city of Fall River. Early development concentrated along North Main Street (ca. 1700-1725), one of the first major thoroughfares. The earliest identified property within the area is the ca. 1740 Borden-Winslow House (FLR.275).

Into the early nineteenth century, a number of residential properties were constructed within the North Main Street Area. Several of these buildings remain intact, including the ca. 1806 Squire William B. Canedy House (FLR.274), ca. 1820 residence at 3325 North Main Street (FLR.279), ca. 1825 Elisha Simmons House (FLR.281), ca. residence at 3320 North Main Street (FLR.278), and the ca. 1830 Davis House (FLR.282). In response to the residential growth, the North Christian Congregational Church (FLR.241) was constructed in 1842 at the northern end of the district just north of Glendale Street. The church is not only one of the four earliest to survive in the city, but it is the only existing Greek Revival ecclesiastical property. The remaining three, including the Unitarian Church (FLR.263), First Baptist Church (FLR.259), and St. Mary's Church (FLR.499), were constructed outside of the district in the Gothic Revival style (Frontiero 1982; Giza 1980; MHC 1982; Walling 1852; 1858).

From the mid-nineteenth to early twentieth century, while other areas in Fall River increased in density with textile industry worker housing, the North Main Street Area saw an increase in general residential construction. Properties range from modest to moderately scaled, single-family homes to multi-family tenements in the Italianate, French Second Empire, Classical Revival, Craftsman, Colonial Revival, Dutch Colonial Revival, Bungalow, and Cape Cod styles. Examples of these property types are located throughout the district. More modest properties include the two simple,

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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single-family, one-story, half- and full-Cape Cod style residences are located at the northern boundary of the area at 3562 and 3576 North Main Street. Larger-scale single-family houses include the one-and-one-half-story, Queen Anne style residence at 2759 Haskell Street, which is closer to the lower end of the district and the two-story, gable-front residence at 3100 North Main Street, which is centrally located within the district. Multi-family properties are represented as well, such as the Italianate style residence at 3404 North Main Street and the two-and-one-half story, three-bay by six-bay gable-front Italianate tenement at 3000 North Main Street (Beers 1871; Everts & Richards 1895; Sanborn Map Company 1933; 1933-1950).

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Frontiero, Wendy

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1933-

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INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

AREA DATA SHEET

The following is a list of properties within the district that are included in the MHC Inventory.

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
FLR.910	Clark Street Bridge	Clark Street	ca. 1905			C
FLR.274	Canedy, Squire William B. House	2634 North Main Street	ca. 1806	Federal	4	C NRMRA NRIND, 1983
FLR.275	Borden – Winslow House	3063 North Main Street	ca. 1740	Georgian	3	C NRMRA NRIND, 1983
FLR.277	Green Dragon Inn	3262 North Main Street	ca. 1880	French Second Empire		C
FLR.278	Residence	3320 North Main Street	ca. 1830	Federal		C
FLR.279	Residence	3325 North Main Street	ca. 1820	Federal	5	C
FLR.280	Residence	3499 North Main Street	ca. 1870	Second Empire		C
FLR.281	Simmons, Elisha House	3519 North Main Street	ca. 1825	Federal		C
FLR.241	North Christian Congregational Church	3538 North Main Street	1842	Greek Revival/ Gothic Revival	2	C NRMRA NRIND, 1983
FLR.282	Davis House	3548 North Main Street	ca. 1830	Federal		C

NRMRA

NRIND

Property individually listed in the National Register in the Fall River Multiple Resources Area nomination

C

Contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet



Residences at 3404, 3512, and 3520 North Main Street and North Christian Congregational Church (FLR.241) (l-r), view looking north.



Borden-Winslow House (FLR.275), view looking northeast.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet



Residence at 2614 North Main Street and Squire William B. Canedy House (FLR.274) (l-r), view looking southwest.



Residences at 3562 and 3576 North Main Street (l-r), view looking north.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



Residence at 3325 North Main Street (FLR.279), view looking northeast.



William J. Wiley Middle School, view looking southwest.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet



Residences at 3100 and 3112 North Main Street (l-r), view looking north.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

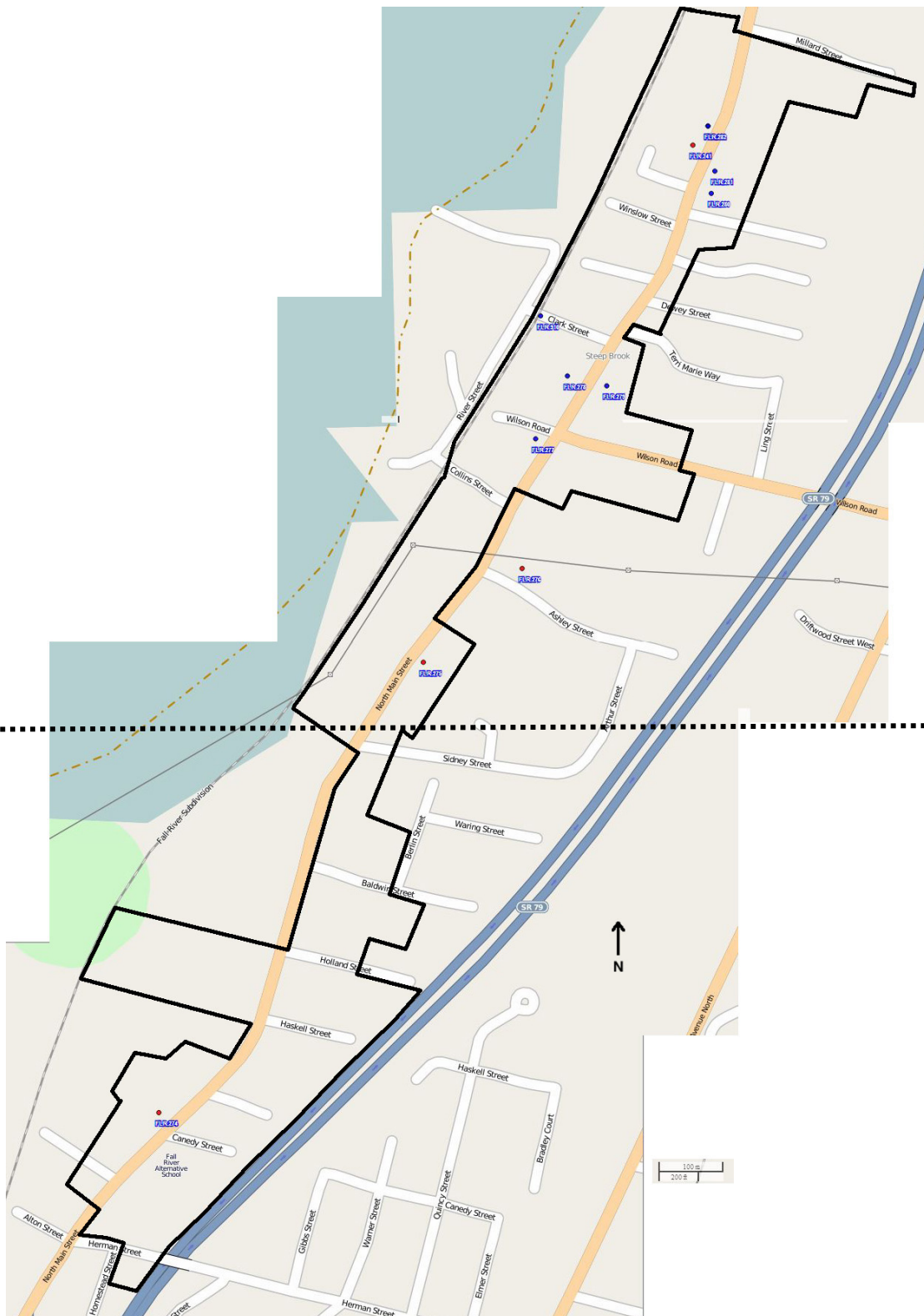
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

AREA MAP



1

2

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

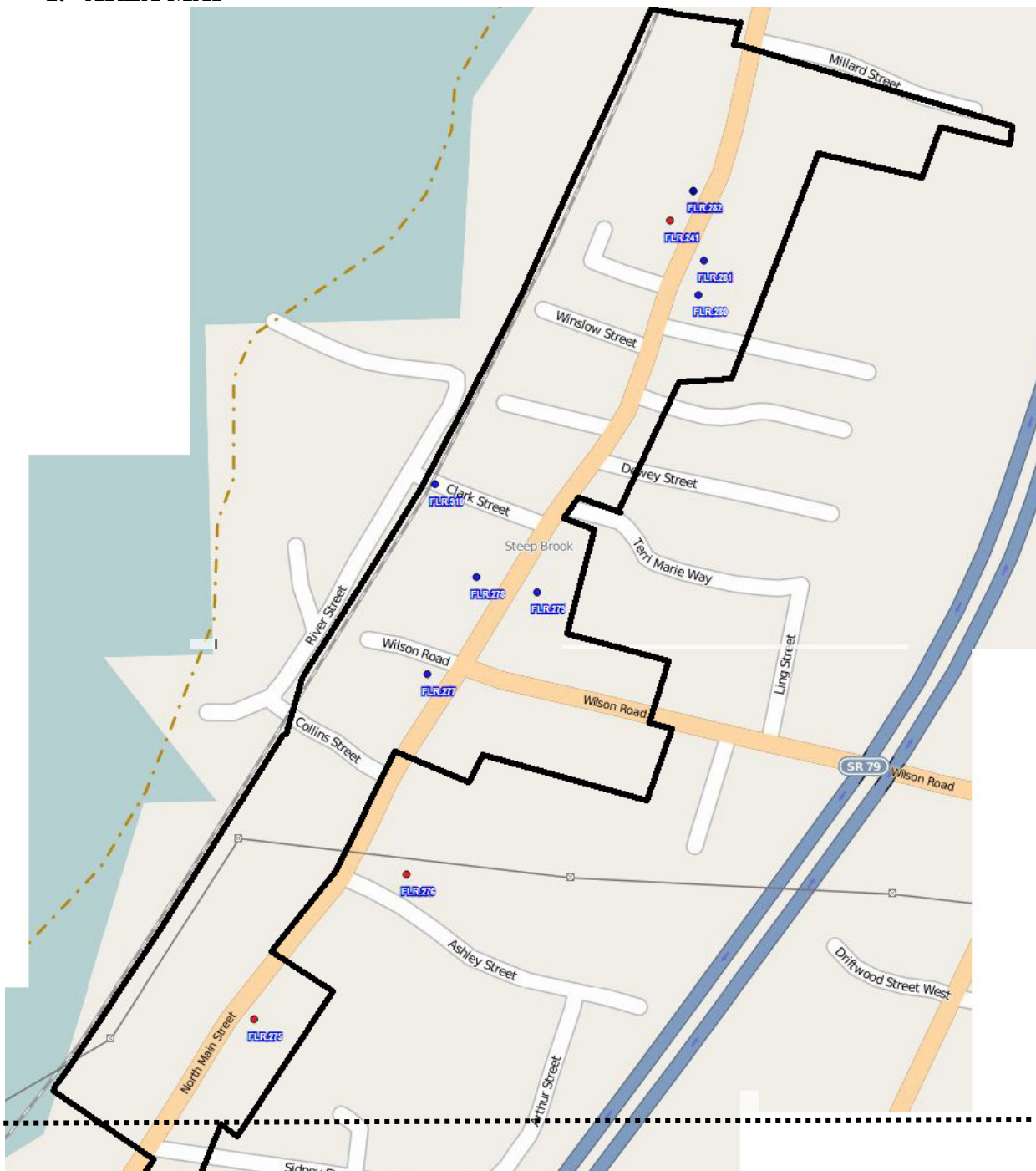
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

1. AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta <http://maps.mhc-macris.net/>

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

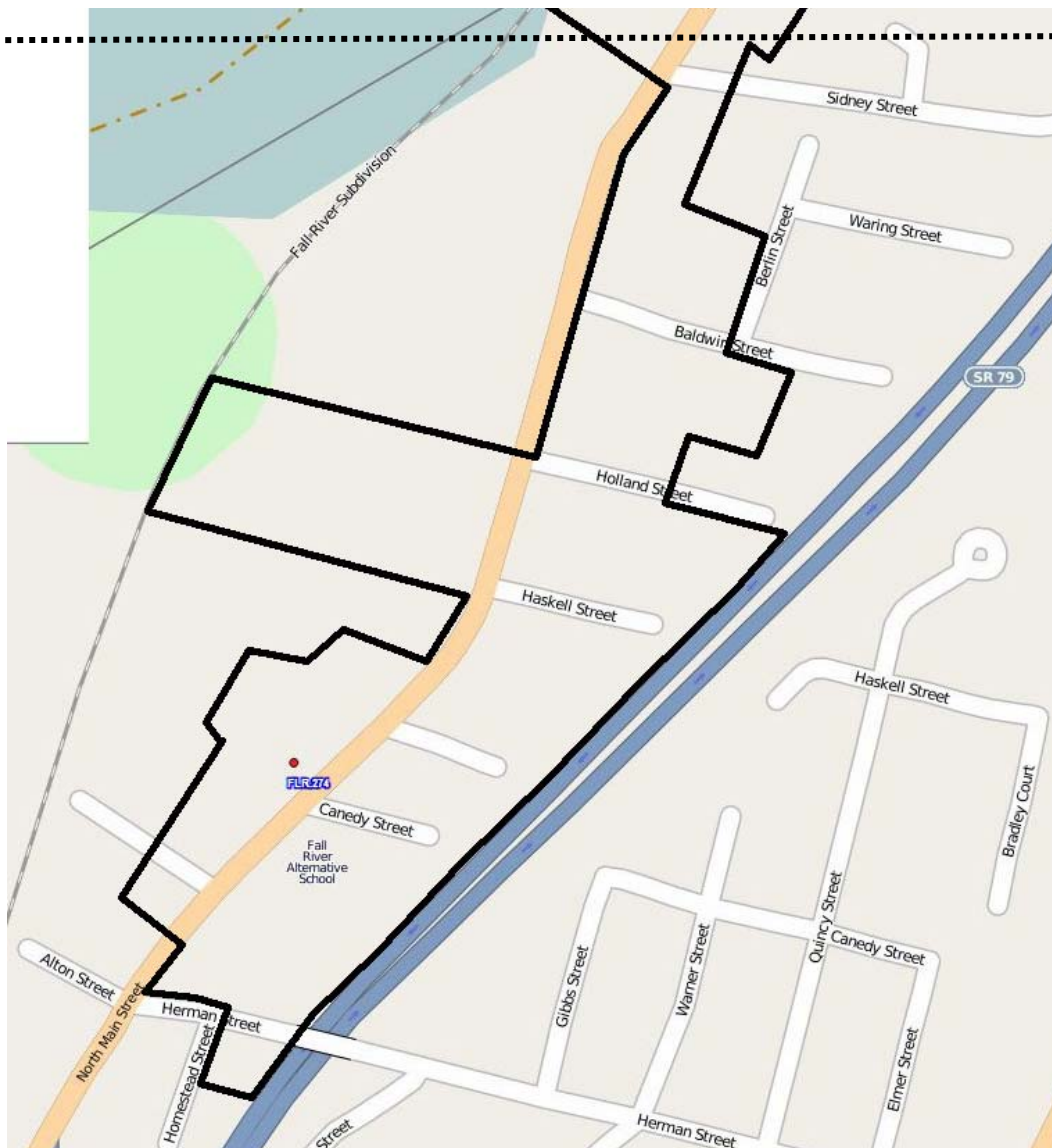
FALL RIVER

NORTH MAIN STREET AREA

Area Letter Form Nos.

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2. AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta <http://maps.mhc-macris.net/>

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

NORTH MAIN STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐

Statement of Significance by Kathleen M. Miller, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The North Main Street Area is eligible for listing in the National Register of Historic Places under Criteria A and C at the local level in the areas of community development and architecture. The area is eligible under Criterion A for its important local associations with mid-eighteenth to early nineteenth century residential development of the Steep Brook area along the east bank of the Taunton River. The area is also eligible under Criterion C for its good collection of well-preserved, intact, pre-industrial residential, institutional, and ecclesiastical architecture in Taunton.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Fall River

Place (*neighborhood or village*):

Name of Area: Wellington-Brownell Street Area

Present Use: Residential, Ecclesiastical, Commercial, and Institutional

Construction Dates or Period: Late-19th to Early 20th C.

Overall Condition: Good

Major Intrusions and Alterations: Late-20th C. building infill.

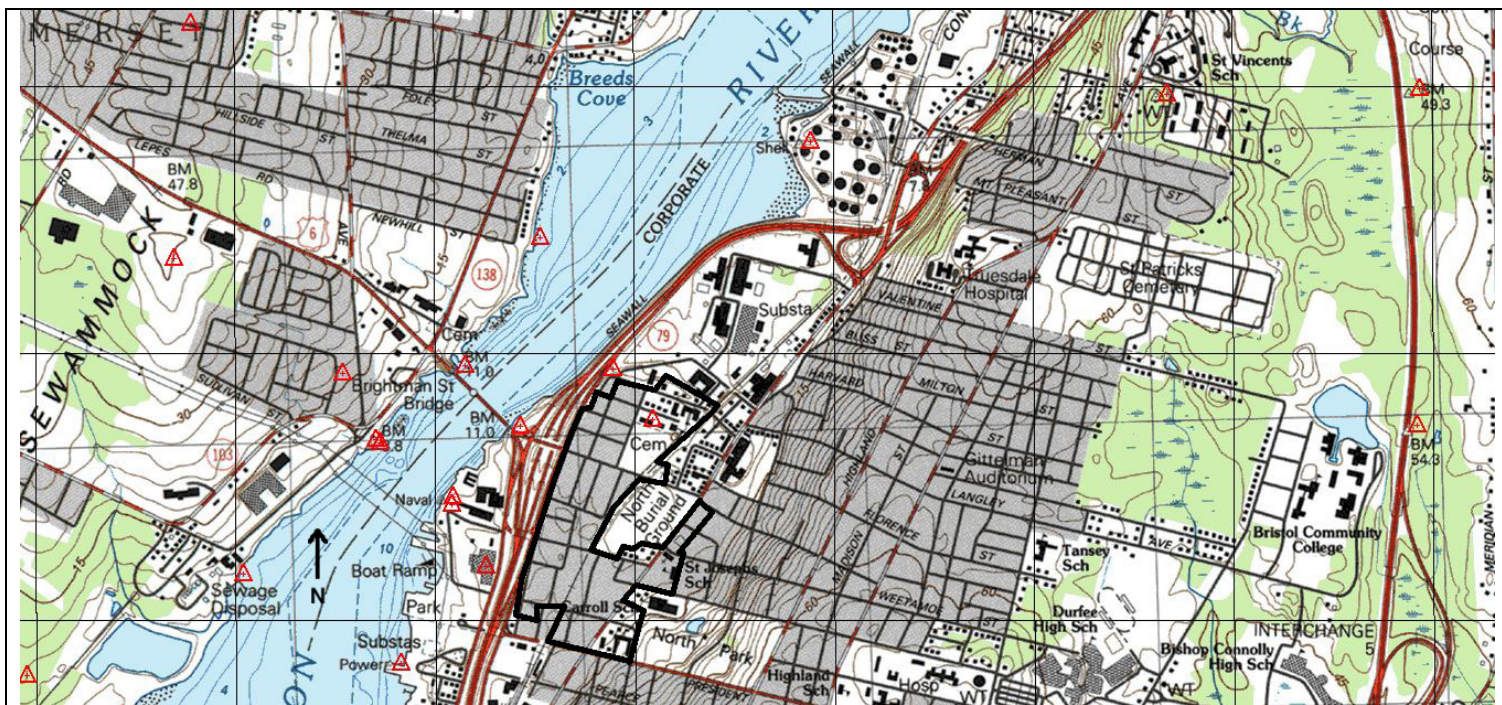
Acreage: Approx. 85

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See Data Sheet

- ☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Wellington-Brownell Street Area is an approximately 85-acre, half-mile-long asymmetrical residential district generally bound by North Main Street to the east, Essex Street to the north, Lindsey Street to the west, and President Avenue to the south. The area is set in a high-traffic, highly-dense, urban area, along the western bank of the Taunton River. The area is bisected by the Fall River Secondary Railroad right-of-way. The area includes the following north-to-south-running streets (from east to west): North High (west side only), Rock (west side only), North Main (portions), Wiley, Almy, Thompson, Murray, St. Mary, Morton, Oregon, North Court, Fulton, McDonald, and Lindsey (east side only). It also includes the following east-to-west-running streets (from north to south): Essex, Wellington (portions), Suffolk (portions), Norfolk (portions), Brightman (portions), Weetamoe (portions), George, Cory, Ballard, Hood (portions), Railroad, Brownell (portions), and President Avenue (portions). The district contains approximately 335 properties dating from the late nineteenth to early twentieth century. Multi-family dwellings are a common building form in the area and architectural styles include the Italianate, Second Empire, Bungalow, Colonial Revival and Shingle. Some buildings have been altered with synthetic siding and replacement windows, but the overall area retains its architectural integrity and setting. Two properties are listed on the National Register of Historic Places as part of the Fall River Multiple Property Area, including the Anawan Firehouse #6 (FLR.273) and Saint Matheiu's Church (FLR.440) (Frontiero 1983).

HISTORICAL NARRATIVE

Early development within the Wellington-Brownell Street Area concentrated along North Main Street (ca. 1700-1725), one of the first major thoroughfares in the city of Fall River. The street grid south of Essex Street was laid out by 1850 and became denser after the development of several neighboring textile mills in the late nineteenth and early twentieth century. The area, formerly known as Mechanicsville, increased in development during the 1870s, in tandem with the opening of nearby textile mills located outside of the area, such as the Mechanics Mills, Sagamore Mills, Border City Mill, and the Foster Spinning Company.

As Fall River's textile industry evolved during the mid- to late-nineteenth century, multi-family houses were erected throughout the city to accommodate the increase in industry. These properties were typically constructed in the Italianate and French Second Empire styles. In the Wellington-Brownell Area, although it is likely many examples of these properties originally bore characteristics of these styles, only a few have remained intact, including the three-story, French Second Empire style, mansard-roofed residences at 1297 North Main Street and St. Michael's Rectory along Essex Street and the Italianate style duplexes at 117 Fulton Street. Many triple-decker buildings are located throughout the district. These properties, with examples such as the strip of multi-family residences along Cory Street (# 255, 245, 239, and 229), do not presently bear any particular style of architecture.

Due to significant non-historic modifications including the introduction of synthetic materials and additions, the Wellington-Brownell Street Area does not retain sufficient integrity to be eligible for listing in the National Register of Historic Places.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See Data Sheet
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AREA DATA SHEET

The following is a list of properties within the district that are included in the MHC Inventory.

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
FLR.47	Residence	142 Brightman Street	1895	Queen Anne, Triple-decker		C
FLR.48	Residence	212 Brightman Street	1895	Queen Anne, Triple-decker		C
FLR.49	North Variety Store	226 Brightman Street	1870	Italianate		C
FLR.121	Residence	164 George Street	1885	Italianate		C
FLR.122	Residence	205 George Street	1885	Italianate		C
FLR.123	Residence	210 George Street	1885	Italianate		C

Continuation sheet 2

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See Data Sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
FLR.124	Residence	215 George Street	1875	Italianate		C
FLR.193	Mechanics Mill Tenement	261 Lindsey Street	1875			C
FLR.223	Residence	19 Morton Street	1875	Italianate		C
FLR.225	Residence	20 Murray Street	1880	Victorian Eclectic		C
FLR.226	Residence	35 Murray Street	1885			C
FLR.227	Residence	60 Murray Street	1880			C
FLR.228	Residence	79 Murray Street	1915	Colonial Revival, Shingle Style		C
FLR.273	Anawan Firehouse #6	1181 North Main Street	1873	Italianate	8	NRMRA NRDIS, 1983
FLR.240	Saint Joseph's Roman Catholic Church	1355 North Main Street		High Victorian Gothic	7	C
FLR.296	Residence	79 Oregon Street	1880			C
FLR.297	Residence	98 Oregon Street	1900			C
FLR.589	Morton, James Madison Jr. High School	400 President Avenue	1923	English Revival		C
FLR.440	Saint Mathieu's Church	Saint Mary's Street	1893	High Victorian Gothic		NRMRA NRIND, 1983
FLR.441	Residence	36 Saint Mary's Street	1885	Italianate		C

NRMRA

NRIND

Property individually listed in the National Register in the Fall River Multiple Resources Area nomination

C

Contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See Data Sheet



Residence at 100 Suffolk Street (foreground), view looking west.



Residences at 1297, 1287, and 1267 North Main Street, view looking southeast.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See Data Sheet



Residences at 62, 74, and 86 Morton Street, view looking northwest.



Residence at 105 Suffolk Street and residences at 117 and 129 Fulton Street (r-l), view looking northeast down Fulton Street.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See Data Sheet



St. Michael's Rectory, view looking southwest down Essex Street.



Saint Joseph's Roman Catholic Church (FLR.240), view looking northeast.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See Data Sheet



Anawan Firehouse #6 (FLR.273), view looking southeast.



St. Joseph's Cemetery, view looking northwest

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

WELLINGTON-BROWNELL
STREET AREA

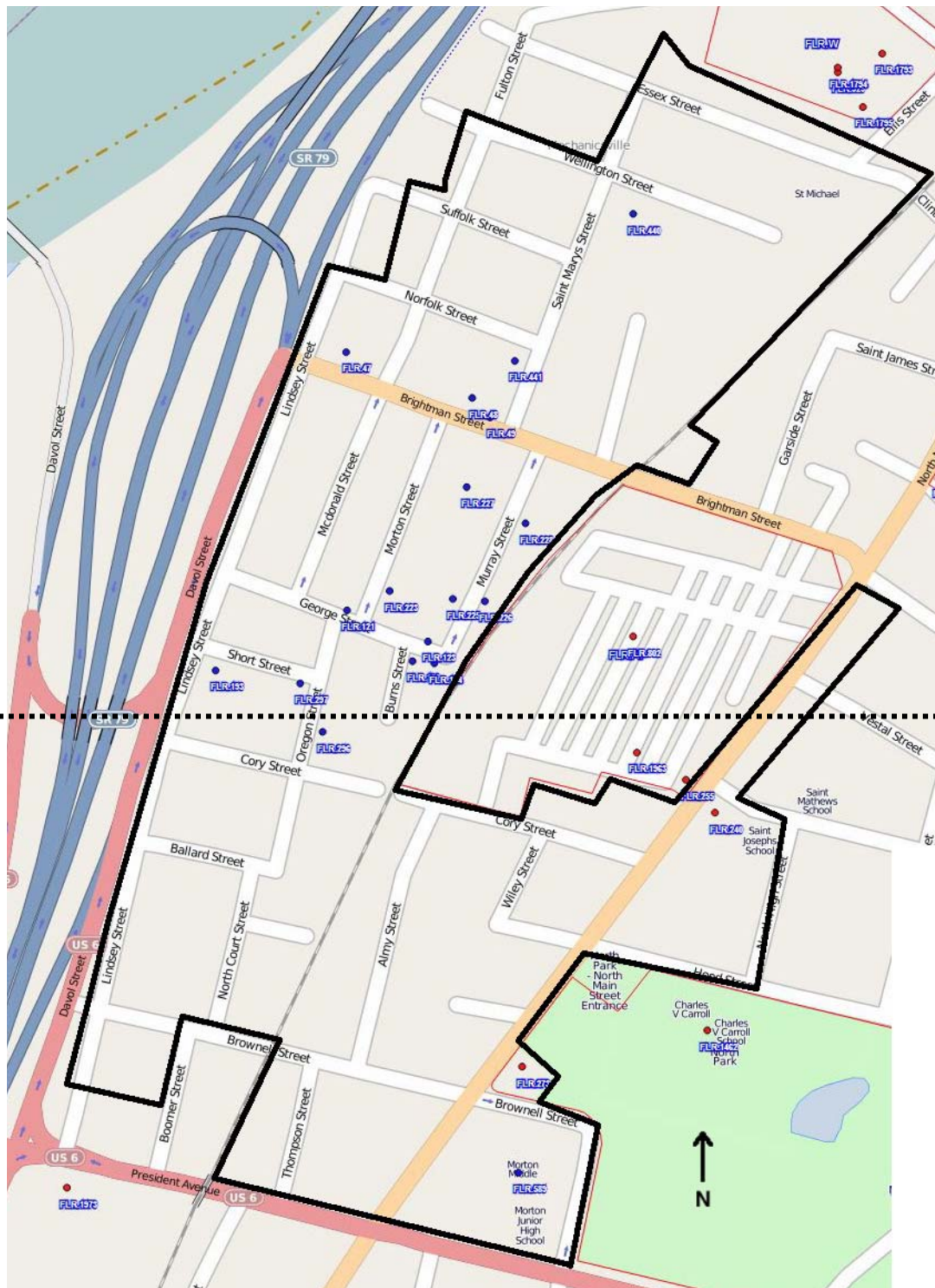
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

	See Data Sheet
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AREA MAP



1.

2.

CANTON WASHINGTON STREET DISTRICT

Area Letter Form Nos.

	See data sheet
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INVENTORY FORM A CONTINUATION SHEET

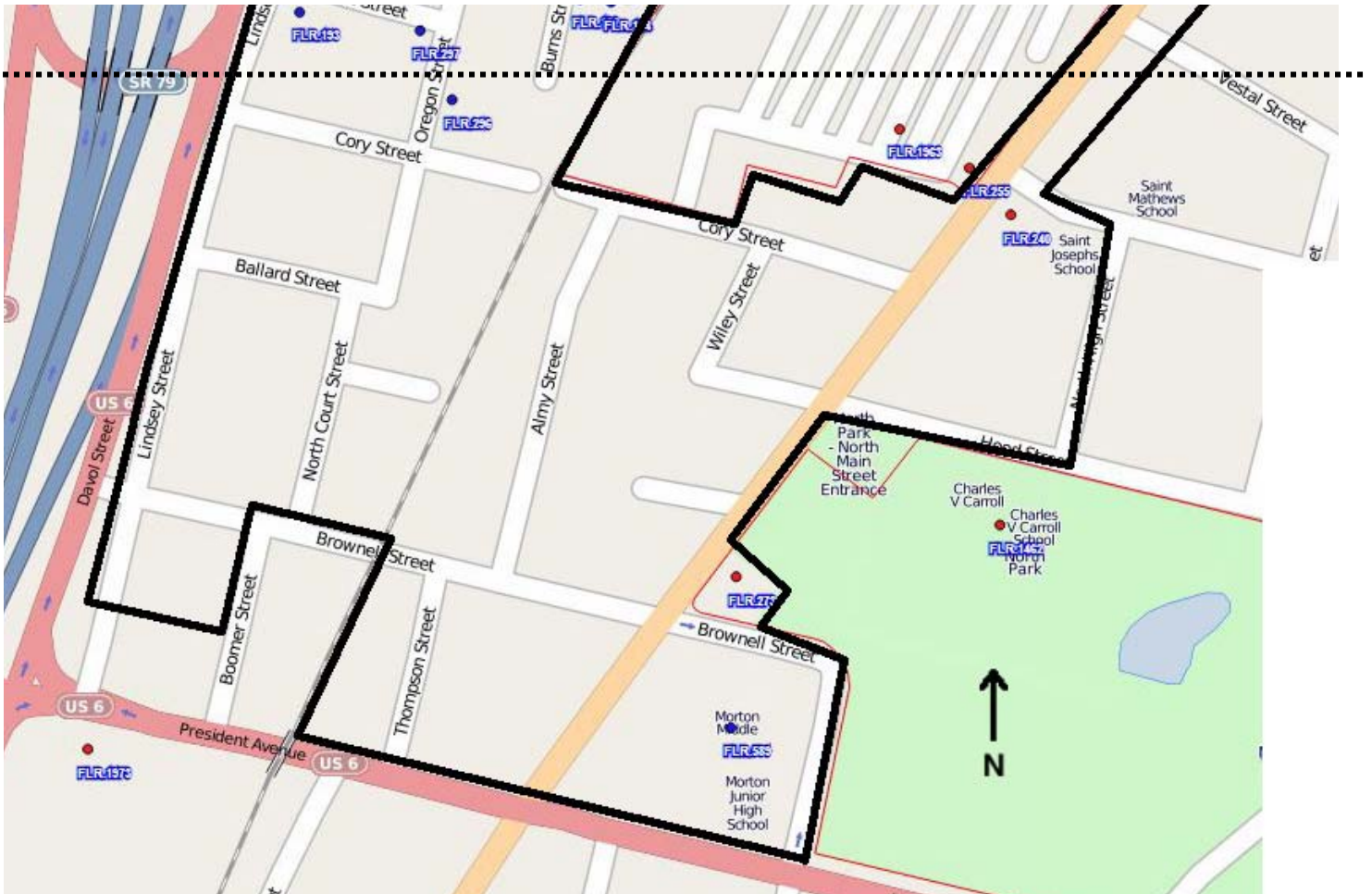
FALL RIVER WELLINGTON-BROWNELL
STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

2. AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary

*not to scale

Information from MACRIS Maps 2.0 Beta

<http://maps.mhc-macris.net>

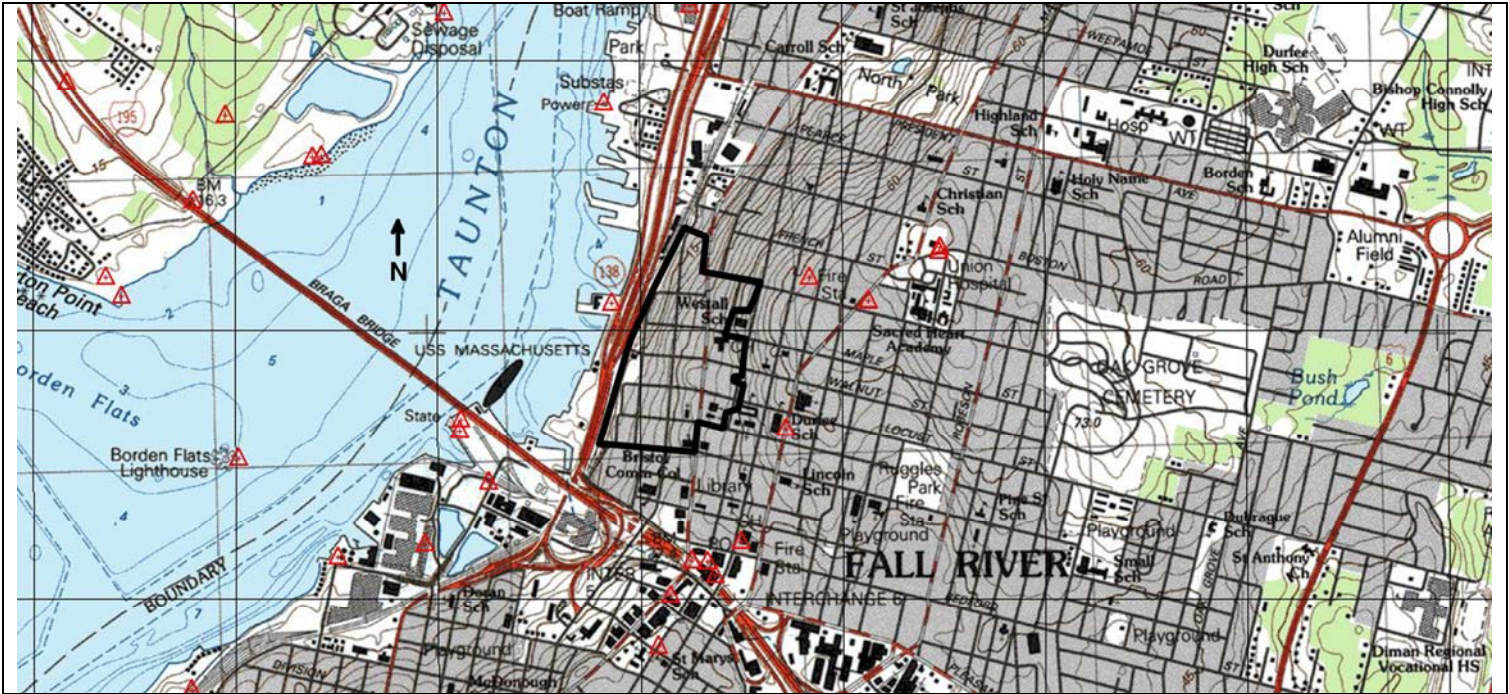
FORM A - AREA

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

	Fall River		See data sheet
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Town/City: Fall River

Place (neighborhood or village):

Name of Area: Pearce-Durfee Street Area

Present Use: Commercial and Residential

Construction Dates or Period: Mid-18th to Mid-20th C.

Overall Condition: Good

Major Intrusions and Alterations: Late-20th C. building infill and some demolition.

Acreage: Approx. 145

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month/year): December, 2012

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Durfee Street Area is a large, approximately 145-acre, one-mile-long residential area roughly bound by the Fall River Secondary Railroad Line right-of-way to the west, Odd Street to the north, the Highland Historic District (part of the Fall River MRA, 1983) to the east, and Pine Street to the south. The area encompasses approximately 177 contributing properties constructed from the mid-nineteenth through the early twentieth century in a wide range of architectural styles.

The contributing buildings in the area generally possess a high degree of architectural integrity and are in good condition. The Lafayette-Durfee House (FLR.56) is individually listed on the National Register of Historic Places. The John M. Earle House (FLR.1538), Rienzi W. Thurston House (FLR.1392), First Baptist Church (FLR.259), Quequechan Club (FLR.262), Fall River Knights of Columbus (FLR.264), William Lindsey House (FLR.265), John Mace Smith House (FLR.266), Bristol County Superior Courthouse and Registry of Deeds (FLR.254), and the Nathan Read House (FLR.268) are listed on the National Register of Historic Places as part of the Fall River Multiple Resource Area (Frontiero 1983). Two properties within the area appear eligible for individual listing in the National Register, the St. Michael's Roman Catholic Church at 199 Essex Street and the residence at 524 Durfee Street.

HISTORICAL NARRATIVE

Early development within the Durfee Street Area concentrated along North Main Street (ca. 1700-1725), one of the first major thoroughfares in the city of Fall River. The street grid south of Odd Street was laid out by 1850 and became denser after the development of several neighboring textile mills and properties associated with the coal industry in the late nineteenth and early twentieth century (Walling 1852; 1858).

The earliest identified property within the area is the National Register listed, ca. 1747 Georgian style Lafayette-Durfee House (FLR.56) at 94 Cherry Street. Originally, the Lafayette Durfee House was located on the east side of North Main Street near the site of the Bristol County Registry of Deeds (FLR.254) and was reportedly built by prominent politician Thomas Durfee III. The property has been moved twice. When North Main Street was widened in 1837, the building was moved to the west side of the street at the present location of 116 North Main Street. After the property was sold in 1874, the property was moved to its present location to make room for a brick building with a mansard roof (no longer extant) (Dolan 1980).

As Fall River's textile industry evolved during the mid- to late-nineteenth century, and the William F. Thomas Coal Yard and the Globe Coal Company (est. 1881; not extant) developed along the Old Colony Railroad Line just outside the western boundary of the area, multi-family housing units were erected to accommodate the increase in industry. These properties were typically constructed in the Italianate and French Second Empire styles. Many buildings within the Durfee Street Area reflect this period, including the multi-family, three story, three-bay Italianate style triple-deckers at 533 North Main Street and the Louis L. Bernard House (FLR.269). Another excellent example is the 524 Durfee Street House, a two-story Italianate style tenement. French Second Empire style examples are located along Durfee Street, such as the three-story, Mansard-roofed properties at 121 Cherry Street (FLR.58), 106-108 Cherry Street (FLR.57). Smaller examples include the one-and-one-half-story, Italianate multi-family Josiah Brown House (FLR.1606), Nathaniel Ford House (FLR.1607), and the Johnathan I. Hillard House (FLR.1608), and the Cook-Standing House (FLR.209).

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

A few properties within the district stand as a testament to Fall River's economic stability in the nineteenth century, due to success in the textile industry. The Bristol County Superior Courthouse and Registry of Deeds (FLR.254) located at 441 North Main Street is one of only a few landmark public properties in the city. The building is a large-scale Richardsonian Romanesque constructed in 1889 as the Bristol County Superior Courthouse. In 1930, a building to house Registry of Deeds was attached to the property and designed to compliment the original courthouse in design and massing. Originally constructed circa 1861, the Quequechan Club (FLR.262) was renovated in the 1890s in the Colonial Revival style with pilasters, a pedimented roof, and Doric porch supports, shortly after the property was established as a social club. The club catered to prominent business men, including chief executives of mills and other individuals associated with the textile industry (Giza 1981a; Giza 1981b; MHC 1982; Frontiero 1983).

Since 2008, the following properties listed on the MHC Inventory have been demolished: the circa 1870 Italianate style Pickering House (FLR.87) at 488 Durfee Street, the circa 1922 Spanish Eclectic Wilfred Tudeau House (FLR.1613) at 321 North Main Street, the circa 1885 residence at 532-542 North Main Street (FLR.1604), the Unitarian Society in Fall River (FLR.263) (individually listed on the National Register as part of the Fall River MRA), and the circa 1863 Victorian Eclectic Isaac B. Chace Tenement House (FLR.1590).

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Giza, Patricia and Pam Fox

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INVENTORY FORM A CONTINUATION SHEET FALL RIVER PEARCE-DURFEE STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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AREA DATA SHEET

The following is a list of properties within the district that are included in the MHC Inventory.

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
FLR.56	Lafayette – Durfee House	94 Cherry Street	ca. 1747	Georgian	2	NR
FLR.57	Residence	106 – 108 Cherry Street	ca. 1885	French Second Empire	2	C
FLR.58	Residence	121 Cherry Street	ca. 1870	French Second Empire		C
FLR.59	Church of New Jerusalem	190 Cherry Street	ca. 1885	Stick Style, Victorian Gothic		C
FLR.75	Residence	95 Danforth Street	ca. 1865	Italianate		C
FLR.76	Residence	145 Danforth Street	ca. 1840	Greek Revival		C
FLR.1712	Residence	267 Durfee Street	ca. 1855	Greek Revival		C
FLR.85	Anthony, C. M. House	313 Durfee Street	ca. 1880	French Second Empire		C
FLR.1526	Earle, John M. House	352 Durfee Street	ca. 1890	Italianate		NR
FLR.86	Davis, William House	432 Durfee Street	ca. 1870	French Second Empire		C
FLR.1711	Borden, Melvin House	452 Durfee Street	ca. 1861	Greek Revival, Italianate		C
FLR.88	Gray, H. O. House	554 Durfee Street	ca. 1868	Greek Revival, Italianate		C
FLR.581	Residence	564 Durfee Street	ca. 1868	Italianate		C
FLR.581	Residence	574 Durfee Street	ca. 1868	Greek Revival		C
FLR.89	Thurston, Edwin C. House	601 Durfee Street	ca. 1840	Greek Revival		C
FLR.1639	Anthony, George H. Tenement House	244 Locust Street	ca. 1898	Queen Anne		C
FLR.1638	Wilcox, Robert A. Tenement House	253 Locust Street	ca. 1885	Italianate		C
FLR.1637	Newton, Elizabeth S. Tenement House	254 Locust Street	ca. 1887	Italianate		C
FLR.1636	Anthony House	268 Locust Street	ca. 1850	Greek Revival		C
FLR.1635	McNernet, John F. House	278 Locust Street	ca. 1925	Craftsman		C
FLR.1634	Earle, Slade W. Tenement House #2	279 Locust Street	ca. 1875	Italianate		C
FLR.1629	Horton, Hiram House	154 Maple Street	ca. 1859	Italianate	5	C

Continuation sheet 3

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

PEARCE-DURFEE STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
FLR.208	Standing, John House	159 Maple Street	ca. 1877	French Second Empire		C
FLR.1628	Earl, John M. House # 1	174 Maple Street	ca. 1861	Italianate	5	C
FLR.209	Cook – Standing House	183-185 Maple Street	ca. 1855	Victorian Eclectic	9	C
FLR.1627	Davis, Capt. Elijah G. House	186-188 Maple Street	ca. 1894	Italianate	5	C
FLR.1626	Residence	250-252 Maple Street	ca. 1900	Queen Anne		C
FLR.1625	Pevers, Martha B. House	256 Maple Street	ca. 1905	Queen Anne		C
FLR.1392	Thurston, Rienzi W. House	291 Maple Street	ca. 1889	Queen Anne		NR
FLR.215	Residence	40 May Street	ca. 1845	Greek Revival		C
FLR.259	First Baptist Church	200-228 North Main Street	ca. 1850	Gothic Revival		NR
FLR.1616	Borden, Capt. Thomas House	238 – 242 North Main Street	ca. 1850; ca. 1980 additions	Neocolonial		NC
FLR.1615	Erik Building	260 North Main street	ca. 1961	International		C
FLR.1614	Saint Demetrios Greek Orthodox Church	289 North Main street	ca. 1954	Neo Gothic Revival		C
FLR.262	Quequechan Club	292-306 North Main Street	ca. 1861; ca. 1878; ca. 1895; ca. 1920	Colonial Revival	7	NR
FLR.1612	New England Telephone and Telegraph Building	326 North Main Street	ca. 1940	Art Deco	7	C
FLR.1611	Anthony, Edward S. House	355 North Main Street	ca. 1887	Queen Anne		C
FLR.264	Fall River Knights of Columbus	368 North Main Street	ca. 1875	French Second Empire		NR
FLR.265	Lindsey, William House	373 North Main Street	ca. 1890	Greek Revival		NR
FLR.266	Smith, John Mace House	399 North Main Street	ca. 1844	Greek Revival		NR
FLR.1610	Social Security Administration Office	400 North Main street	ca. 1969	International		NC
FLR.267	Covel, A. S. House	422 North Main Street	ca. 1871	French Second Empire		C
FLR.254	Bristol County Registry of Deeds	441 North Main Street	ca. 1889; ca. 1930	Richardsonian Romanesque	6	NR

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

PEARCE-DURFEE STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
FLR.1609	Herman, Lewis Office	446 North Main Street	ca. 1949	Moderne		C
FLR.1608	Hillard, Johnathan I. House	485 North Main Street	ca. 1858	Italianate		C
FLR.268	Read Nathan House	506 North Main Street	ca. 1845	Greek Revival		NR
FLR.1607	Ford, Nathaniel House	507 North Main Street	ca. 1858	Italianate	4	C
FLR.1606	Brown, Josiah House	521 North Main Street	ca. 1858	Italianate	4	C
FLR.1605	Borden, George A. House	522 North Main Street	ca. 1880	Italianate		C
FLR.1603	Doyle, John E. Tenement House	535-537 North Main Street	ca. 1915	Colonial Revival, Triple-decker		C
FLR.269	Barnard, Louis L. House	549 North Main Street	ca. 1870	Italianate	3, 4	C
FLR.271	Residence	650 North Main Street	ca. 1840	Greek Revival		C
FLR.1589	Residence	120 Pine Street	ca. 1830	Federal, Greek Revival		C
FLR.1588	Residence	156 Pine Street	ca. 1890	Vernacular		C
FLR.1587	Residence	166 Pine Street	ca. 1910	Queen Anne, Triple Decker		C
FLR.1586	Herrick House	178 Pine Street	ca. 1917	Neo Gothic Revival		C
FLR.1579	Westall, John Tenement House	89 Prospect Street	ca. 1864	Italianate		C
FLR.1574	Borden, George H. House	87 School Street	ca. 1881	Queen Anne		C
FLR.455	Hartley, Dr. James W. House	162 Walnut Street	ca. 1868	French Second Empire	8	C
FLR.1554	Residence	263 Walnut Street	ca. 1920	Colonial Revival		C
FLR.1553	Brayton, Mary Tenement House	277-279 Walnut Street	ca. 1892	Italianate		C

NR Property individually listed in the National Register of Historic Places
 C Contributing property to the district
 NC Non-contributing property to the district

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet



Residence at 86 Cherry Street, Lafayette-Durfee House (FLR.56), and residence at 106-108 Cherry Street (FLR.57) (l-r), view looking northeast.



Multi-family tenement at 553 North Main Street and Louis L. Bernard House (FLR.269) at 549 North Main Street (l-r), view looking northeast.

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



Residence at 553 North Main Street, Louis L. Bernard House (FLR.269), Josiah Brown House (FLR.1606), and the Nathaniel Ford House (FLR.1607) (r-l), view looking northeast.



Captain Elijah G. Davis House (FLR.1627), John M. Earl House #1 (FLR.1628), and Hiram Horton House (FLR.1629), view looking northwest down Maple Street.

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet



Bristol County Superior Courthouse and Registry of Deeds (FLR.254), view looking southeast.



Quequechan Club (FLR.262) and New England Telephone and Telegraph Building (FLR.1612) (l-r), view looking northwest.

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



Residence at 422 North Main Street (foreground) and Dr. James W. Hartley House (FLR.455), view looking northwest down Walnut Street.



Cook-Standing House (FLR.209) at 185 Maple Street, view looking southeast.

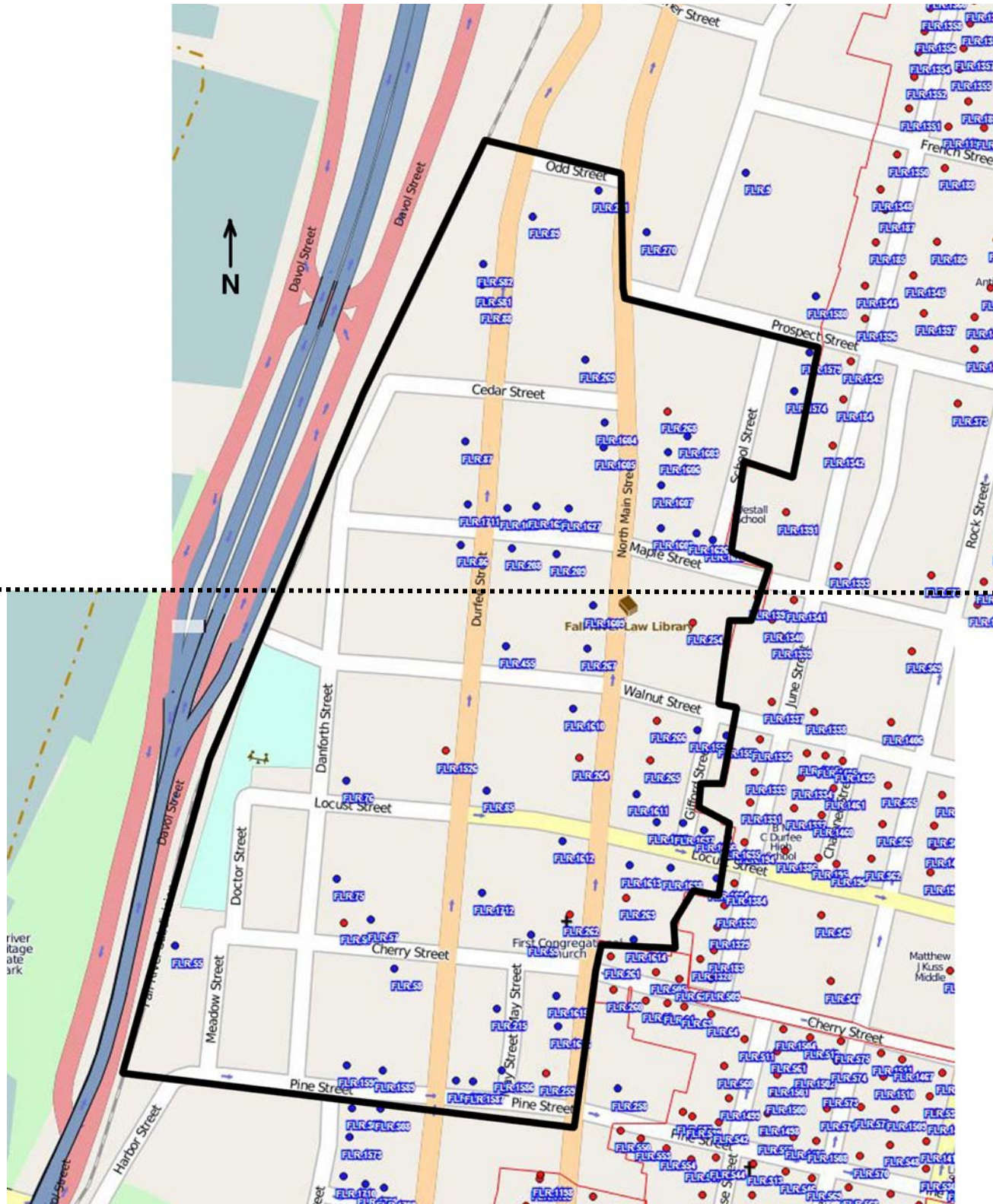
MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

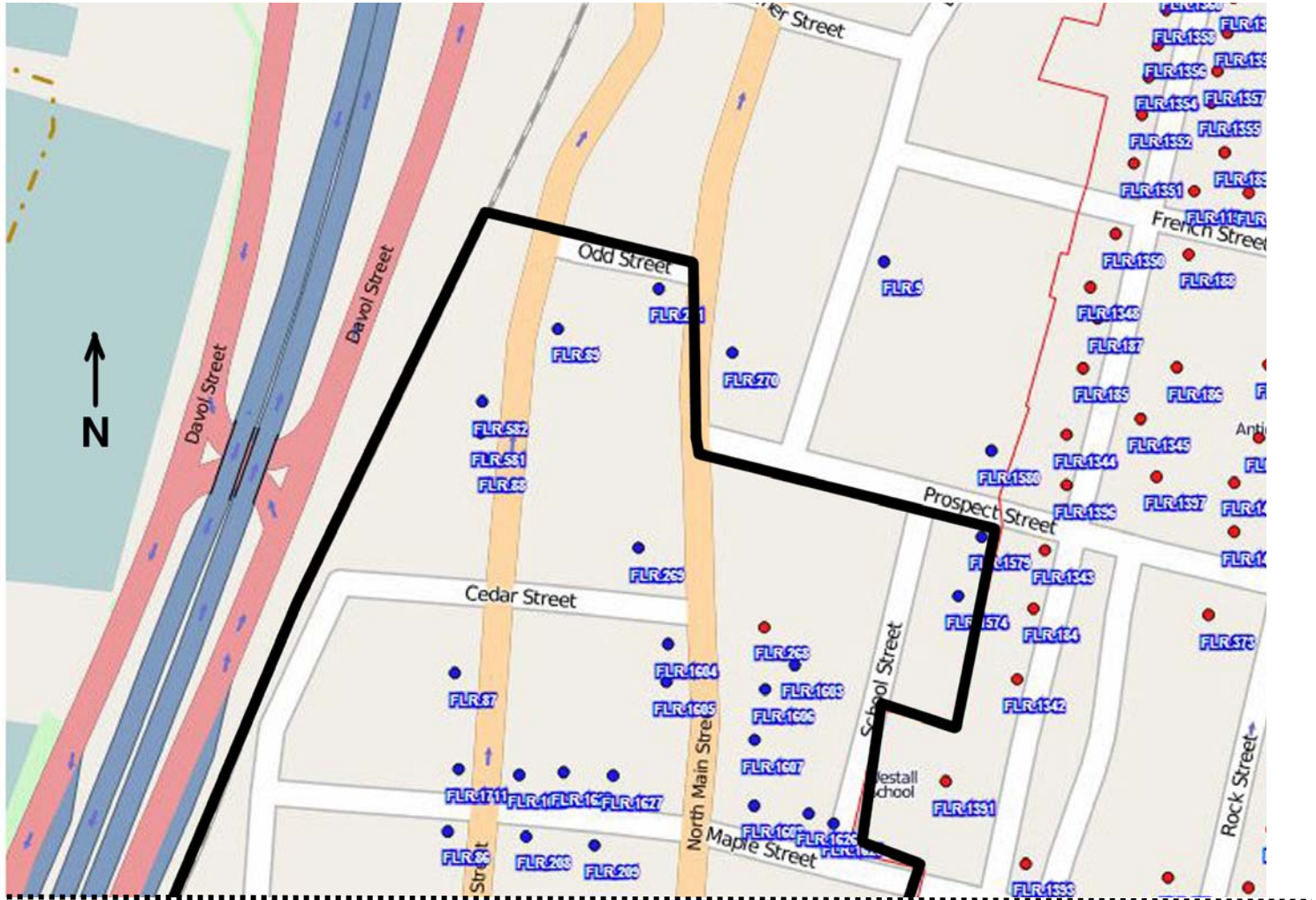
See data sheet

AREA MAP




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1. AREA MAP



- MHC Inventory
- National Register Listed

 = area boundary

*not to scale

Information from MACRIS Maps 2.0 Beta

<http://maps.mhc-macris.net/>

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

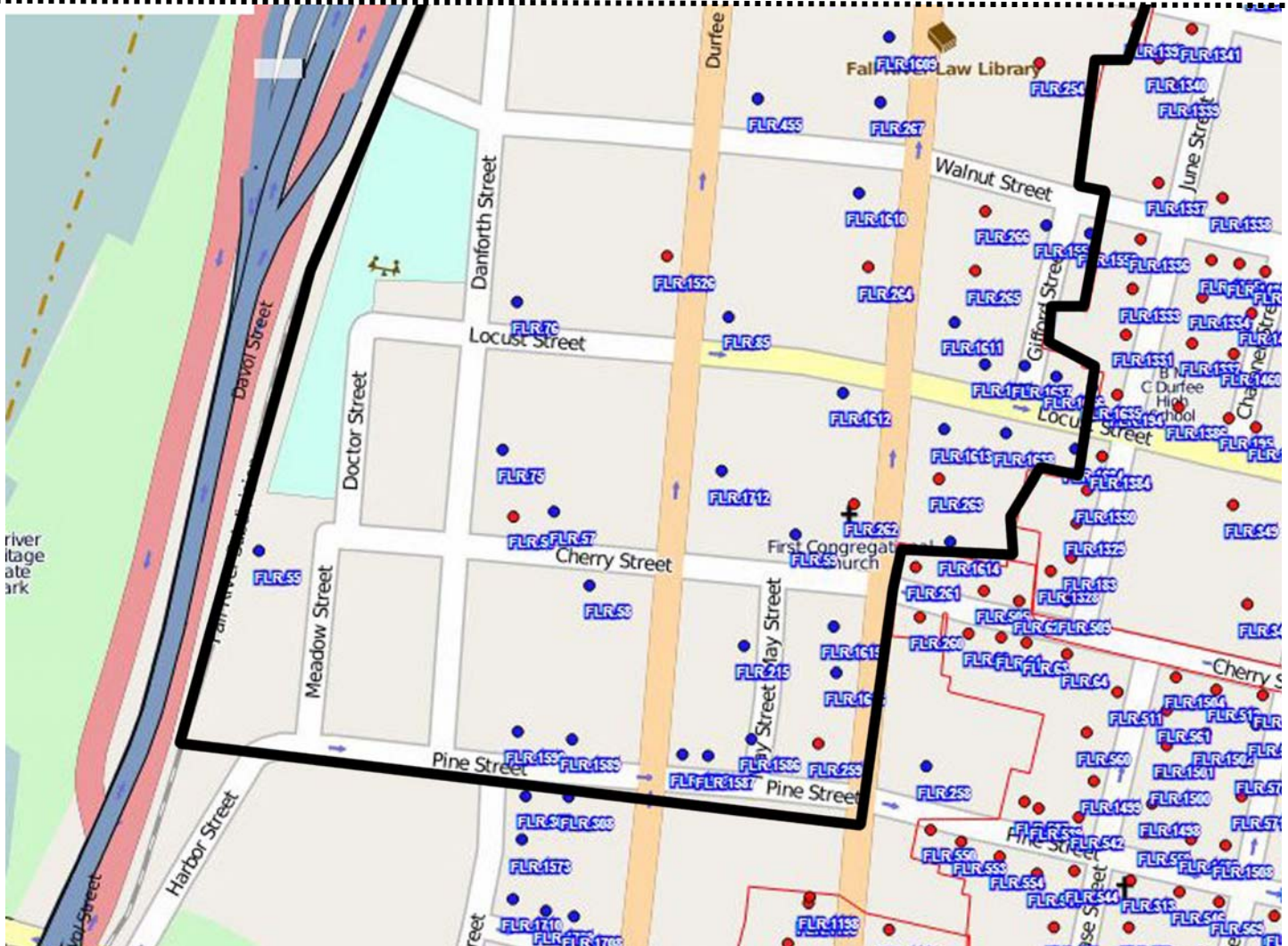
FALL RIVER

PEARCE-DURFEE STREET AREA

Area Letter Form Nos.

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2. AREA MAP



- MHC Inventory
- National Register Listed

— = area boundary

*not to scale

Information from MACRIS Maps 2.0 Beta

<http://maps.mhc-macris.net/>

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

PEARCE-DURFEE STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**Statement of Significance by Kathleen M. Miller, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012*The criteria that are checked in the above sections must be justified here.*

The Durfee Street Area is eligible for listing in the National Register of Historic Places under Criteria A and C at the local level in the areas of community development and architecture. The area is eligible under Criterion A for its important associations with the mid-nineteenth through the mid-twentieth century residential development along North Main Street that spurred from Fall River's booming textile and coal industry. The area is also eligible under Criterion C as an excellent example of an intact mid-nineteenth to mid-twentieth century neighborhood with a well-preserved collection of single- and multi-family residential architecture in a wide range of styles.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

Somerset

See data
sheet

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Freetown

Place (*neighborhood or village*):

Name of Area: Slab Bridge Road Area

Present Use: Residential

Construction Dates or Period: Late-18th to Early-20th C.

Overall Condition: Good

Major Intrusions and Alterations: Assonet Railroad
Depot demolished after 1871

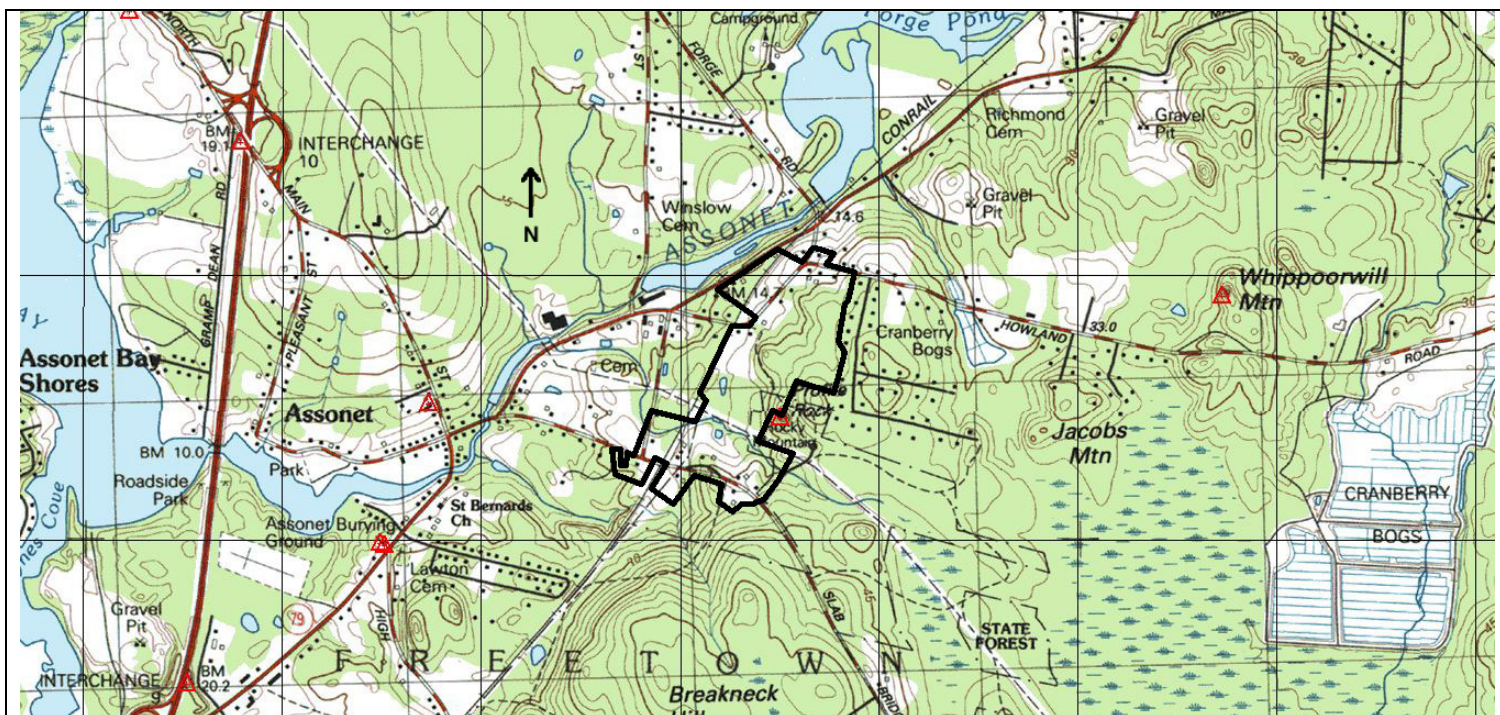
Acreage: Approx. 85

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FREETOWN

SLAB BRIDGE ROAD AREA

Area Letter Form Nos.

See data sheet

- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Slab Bridge Road Area is an 85-acre, relatively rural, residential, 0.5-mile corridor south of the Assonet River, flanked by modest residential properties. It extends predominantly along the eastern boundary of the Fall River Secondary Railroad Line, encompassing portions of Forge Road, Howland Road, and Slab Bridge Road. The area reaches across the right-of-way to include portions of Richmond Road, Elm Street, and Walnut Street. It is located just east of the Assonet Historic District (FRE.A). Comprised of 19 properties, the area has 13 contributing properties that contribute to its architectural significance. These properties consist primarily of modest Vernacular, Cape Cod, Colonial Revival, and Bungalow style residences constructed between the late eighteenth and early twentieth century within close proximity to the no longer extant Assonet Railroad Depot, which was located on the northwestern corner of the railroad crossing with Slab Bridge Road. The majority of the contributing properties are in excellent condition, with slight modifications including front porch additions, window replacement, and the installation of synthetic siding.

The center of the area consists of a large 18.39-acre property at 12 Forge Road, consisting of a highly (and continuously) altered ca. 1880 residence, a ca. 1900 gabled utilitarian building (likely a potato house) with fieldstone walls, a large ca. 1900 English style barn, two ca. 1900 barns, a cranberry bog and quarry. The second largest lot within the area is provides space for the Freetown Historical Society Museum located at 1 Slab Bridge Road. The museum consists of a collection of moved buildings (that are non-contributing to the Slab Bridge Road Area) associated with the history of Freetown, such as the Mason Corner School, Wilson Sawmill, and the Advent Chapel.

Three properties on Forge Road were surveyed in 1978 for inclusion in the MHC Inventory. The residence at 21 Forge Road (FRE.66) is a one-story, five-bay by two-bay, wood-frame gable-front, center hall plan, Federal style building built on the western side of Forge Road, approximately 300 feet from the corner of Forge and Howland Roads. Similar in style and located in close proximity on the southeastern corner of Forge Road and Howland Road, the ca. 1780 residence at 26 Forge Road (FRE.67) has been altered with the addition of late twentieth century dormers to the east-facing facade. Directly across Howland Road sits the residence at 28 Forge Road (FRE.68), which is a two story, five-bay by two-bay, gable front, wood-framed Colonial Revival style building constructed ca. 1880.

HISTORICAL NARRATIVE

The rural, residential Slab Bridge Road Area is a byproduct of the late eighteenth to early twentieth century residential, commercial, and industrial hub of Assonet Village, located just west of the district. The first roads likely to have been laid out within the Slab Bridge Road Area lie at the northeastern corner. Richmond and Forge Road were constructed in the late eighteenth century, shortly after the development of Assonet Village. The oldest properties within the area boundary, 21 Forge Road (FRE.66) and 26 Forge Road (FRE.67) (slightly modified), are examples of late eighteenth century architecture in the town, as single-story, five-bay by two-bay properties with centered chimneys (MHC 1981).

By 1835, the Old Colony and Newport Railroad was constructed through district on a north to south axis from the northernmost intersection of Richmond Road and Forge Road, intersecting Forge Road along the western boundary of 12 Forge Road, to Elm Street along the western boundary of 1 Slab Bridge Road (currently the Freetown Historical Society Museum). An associated railroad station, the Assonet Depot (no longer extant) was also constructed within bounds of the area, on the northwestern corner intersection with Elm Street (Walling 1852; 1858; Beers 1871).

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FREETOWN

SLAB BRIDGE ROAD AREA

Area Letter Form Nos.

See data sheet

The largest property, centrally located within the area at 12 Forge Road, has been owned by descendants of the Evans family since at least 1852. The Evans family has been in Freetown since at least 1780. Until the mid-twentieth century, the Evans' property reportedly included the area which is now 14, 16, 20, and 22 Forge Road. The lot, which includes a cranberry bog, quarry, and two ca. 1900 utilitarian buildings, likely extended southeast to include a portion of land that is now part of Freetown Fall River State Forest (Walling 1852; Franklin 1902; Member of Evans Family 2012).

Few buildings were constructed within the town of Freetown from the late nineteenth to early twentieth century a. The only construction that took place occurred outside of the denser village centers. Approximately 60% of the contributing residences in the Slab Bridge Road Area date to this period and are in the Vernacular or Colonial Revival style, with one Bungalow style building. Included in this group is the vernacular style residence at 8 Richmond Road, which was likely an ecclesiastical property associated with a church in the early twentieth century. Indications include the religious ornamentation above the centrally located gable peak window on the facade. Other excellent examples of buildings constructed during this period include the one-and-one-half-story, three-bay by three-bay, gable-front, tin roof, Vernacular style residence at 4 Walnut Street (ca. 1900) and the two-story, five-bay by two-bay, side-gabled Colonial Revival style residence at 28 Forge Road (FRE.68).

The Freetown Historical Society and Museum has been located at 1 Slab Bridge Road since its founding in 1968. Since it was originated, the society has grown from a small property with a single building, which has since been expanded. Today, the organization maintains over 11-acres of land with ten historic buildings. Though this property contains several properties significant to the history of Freetown, it is not contributing to the district since the buildings likely have been moved from other locations in town (Freetown Historical Society 2013).

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Member of Evans Family

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INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
 220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FREETOWN

SLAB BRIDGE ROAD AREA

Area Letter Form Nos.

	See data sheet
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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	30 Elm Street	ca. 1915	Colonial Revival/Cape Cod		C
	Residence	12 Forge Road	ca. 1880	Colonial Revival	4	C
	Residence	14 Forge Road	ca. 1960	Ranch		NC
	Residence	16 Forge Road	ca.1980	Vernacular		NC
	Residence	20 Forge Road	ca. 1955	Ranch		NC
FRE.66	Residence	21 Forge Road	ca. 1780	Colonial /Cape Cod		C
	Residence	22 Forge Road	ca. 1965	Neocolonial		NC
FRE.67	Residence	26 Forge Road	ca. 1777	Colonial/Cape Cod	2	C
FRE.68	Residence	28 Forge Road	ca. 1895	Colonial Revival	3	C
	Residence	2 Howland Road	ca. 1935	Colonial Revival/Cape Cod		C
	Residence	4 Howland Road	ca. 1935	Colonial Revival/Cape Cod	7	C
	Residence	6 Howland Road	ca. 1902; large late 20 th century addition	Vernacular		C
	Residence	8 Richmond Road	ca. 1880	Vernacular	5	C
	Freetown Historical Society Museum Building	1 Slab Bridge Road	ca. 1870; completely remodeled ca. 1975	Vernacular		NC
	Residence	4 Slab Bridge Road	ca.1870; extensively remodeled ca. 1990	Vernacular		C
	Residence	5 Slab Bridge Road	ca. 1840	Vernacular/Greek Revival		C
	Residence	11 Slab Bridge Road	ca. 1965	Vernacular		NC
	Residence	12 Slab Bridge Road	ca. 1890	Vernacular		C

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FREETOWN

SLAB BRIDGE ROAD AREA

Area Letter Form Nos.

	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	15 Slab Bridge Road	ca. 1923	Bungalow	6	C
	Residence	4 Walnut Street	ca. 1900	Vernacular	1	C

C Contributing property to the district
NC Non-contributing property to the district

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FREETOWN

SLAB BRIDGE ROAD AREA

Area Letter Form Nos.

	See data sheet
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Residence at 26 Forge Road (FRE.67), ca. 1777, view looking north.



INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FREETOWN

SLAB BRIDGE ROAD AREA

Area Letter Form Nos.

	See data sheet
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Residence at 28 Forge Road (FRE.68), ca. 1880, view looking southeast.



12 Forge Road, Evans family property, utilitarian building (likely a potato house) and English barn view looking south.



Vernacular style residence at 8 Richmond Road, ca. 1880, view looking southeast.

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FREETOWN

SLAB BRIDGE ROAD AREA

Area Letter Form Nos.

	See data sheet
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Bungalow style residence at 15 Slab Bridge Road, ca. 1923 view looking south.



Howland Road, Colonial Revival Cape Cod Style residence at 4 Howland Road, ca. 1935, view looking northeast.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

	See data sheet
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INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FREETOWN

SLAB BRIDGE ROAD AREA

Area Letter Form Nos.

	See data sheet
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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Kathleen M. Miller, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Slab Bridge Road Area is eligible for listing in the National Register of Historic Places under Criteria A and C at the local level in the areas of settlement and architecture. The area is eligible under Criterion A for its important associations with early settlement patterns as a byproduct of the development of the nearby Assonet Village. The area is also under Criterion C as an excellent and intact development of late-eighteenth to early-twentieth-century residential architecture. The area includes two late-eighteenth-century thoroughfares at Richmond and Forge Roads and provides a collection of well-preserved Vernacular and Colonial Revival style residential buildings that is absent from village centers within Freetown.

INVENTORY FORM A CONTINUATION SHEET

LAKEVILLE

ASSONET CEDAR SWAMP

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

LAK.D

See data sheet

Prepared by PAL, December 2012

This continuation sheet is a supplement to the existing inventory form Assonet Cedar Swamp Area, LAK.D.

ARCHITECTURAL DESCRIPTION (Continued)

A field survey in December 2012 verified that the Assonet Cedar Swamp Area appears to be largely unchanged since the previous survey in 2002. The area encompasses about 75% of the Beechwoods/Pierce Avenue Area (LAK.G). At the time the existing form was drafted, the Beechwoods/Pierce Avenue Area Form had not been completed. The Area Data Sheet reflects the most current updates for all properties within the area that are listed in the MHC Inventory.

While noted as historically or architecturally significant properties in the previous form, the following properties are located outside of the Assonet Cedar Swamp Area boundary:

- Hafford House (LAK.24) and the Hafford Cemetery (LAK.802) at 177 County Road.
- Howland Cemetery (LAK.806) at Howland Road.
- Lang Street Cemetery – Pierce Cemetery (LAK.808) at Lang Street.

The survey confirmed that the Assonet Cedar Swamp Area is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C for its association with nineteenth-century residential, civic, and agricultural activities in Easton and for its well-preserved collection of residential architecture

BIBLIOGRAPHY and/or REFERENCES (Continued)

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INVENTORY FORM A CONTINUATION SHEET

LAKEVILLE

ASSONET CEDAR SWAMP

MASSACHUSETTS HISTORICAL COMMISSION

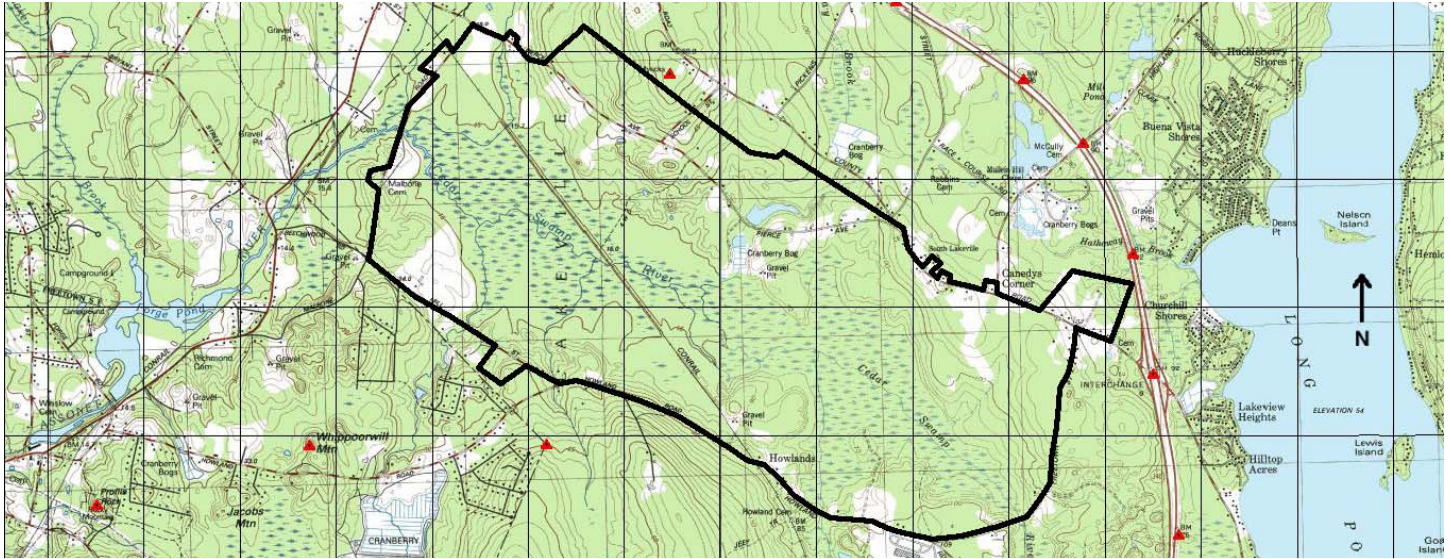
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

LAK.D

See data sheet

LOCUS MAP



AREA DATA SHEET

The following is a selection of properties within the area that are either included in the previous form and/or listed in the state register.

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
LAK.911	Colonial Road / "The Woodland Path"	Colonial Road	ca. 1715-1840			C
LAK.15	South Lakeville School	119 County Street	ca. 1925	Colonial Revival	3	C
LAK.14	Alexander Canedy House	140 County Street	1815	Federal		C
LAK.922	Brehaut, John Twin Silos	141 County Street	ca. 1880	Vernacular		C
LAK.16	Old Sampson Tavern	161 County Street	ca. 1830			C
LAK.24	Samuel Hafford House	177 County Street	ca. 1724			C
LAK.802	Hafford Cemetery	177 County Street	ca. 1799			C
LAK.119	Washburn, Salmon M. Hose	2 Freetown Street	ca. 1838	Cape Cod, Colonial		C
LAK.121	Winslow, Asa – Baker, Marcus House	8 Freetown Street	ca. 1825	Federal		C
LAK.910	Howland Bridge Road over Howland Brook	Howland Road	19 th C.			C

INVENTORY FORM A CONTINUATION SHEET

LAKEVILLE

ASSONET CEDAR SWAMP

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

LAK.D

See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
LAK.906	Howland Road Bridge over Conrail	Howland Road	19 th C.			C
LAK.806	Howland Cemetery	Howland Road	Early 19 th C.			C
LAK.32	Howland, Eseck – Sears, Earl House	83 Howland Road	ca. 1750	Federal	1	C
LAK.805	Lang Street (The Pierce) Cemetery	Lang Street				C
LAK.807	Malbone Cemetery	Malbone Street	Late 18 th C.			C
LAK.93	Pierce / Haskins House	21 Malbone Street	ca. 1810			C
	Haskins – David Mill Site	Mill Street	Mid-19 th C.			C
LAK.94	Farm	11 Mill Street	Early 19 th C.			C
	Saw Mill Site	Pierce Avenue	1713-1765			C
LAK.913	Colonial Granite Quarry	Pierce Avenue	ca. 1730-1780			C
LAK.914	Horse Block	Pierce Avenue	19 th C.			C
	John Pierce House Site	Pierce Avenue	1725-1890			C
LAK.915	Quarry	Pierce Avenue	ca. 1875-1940			C
	Josiah Holloway House Site	Pierce Avenue	ca. 1725-1850			C
	Philander Pierce House Site	Pierce Avenue	ca. 1860			C
LAK.916	Logging Road Causey	Pierce Avenue	Late 18 th century			C
	Grist Mill Site	Pierce Avenue	ca. 1765			C
LAK.917	Baptismal Pulpit	Pierce Avenue	ca. 1760			C
LAK.809	Staples – Smith Cemetery	Pierce Avenue				C
LAK.924	Elkanah's Bridge	Pierce Avenue				C
LAK.805	Pierce Cemetery	1 Pierce Avenue				C
LAK.95	A. Pierce House	8 Pierce Avenue	ca. 1860	Greek Revival		C
LAK.20	Hermon and Phillip Pierce House	18 Pierce Avenue	ca. 1792	Cape Cod		C

INVENTORY FORM A CONTINUATION SHEET

LAKEVILLE

ASSONET CEDAR SWAMP

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

LAK.D

See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
LAK.96	Levi Pierce House	22 Pierce Avenue	ca. 1820	Cape Cod		C
LAK.97	Enos Pierce House	44 Pierce Avenue	ca. 1830	Cape Cod		C
LAK.912	Balancing Stone	48 Pierce Avenue				C
LAK.12	Allen, Samuel House	59 Pierce Avenue	ca. 1765	Cape Cod		C
LAK.98	School	71 Pierce Avenue	Early 19 th C.	Federal	2	C
LAK.99	Hoard House	71 Pierce Avenue	ca. 1800	Greek Revival		C
	Oliver Pierce House	85 Pierce Avenue	ca. 1810	Federal		C
	Jirah Winslow House	105 Pierce Avenue	1826- 1830	Federal		C
LAK.102	Winslow Estate Annex House	114 Pierce Avenue	Mid-19 th C.	Greek Revial		C

C Contributing property to the district
NC Non-contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

LAKEVILLE

ASSONET CEDAR SWAMP

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

LAK.D

See data sheet



Howland, Eсек – Sears, Earl House (LAK.32), view looking northwest.



School (LAK.98), view looking southeast.

INVENTORY FORM A CONTINUATION SHEET

LAKEVILLE

ASSONET CEDAR SWAMP

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

LAK.D

See data sheet



South Lakeville School (LAK.15), view looking northwest.

INVENTORY FORM A CONTINUATION SHEET

LAKEVILLE

ASSONET CEDAR SWAMP

MASSACHUSETTS HISTORICAL COMMISSION

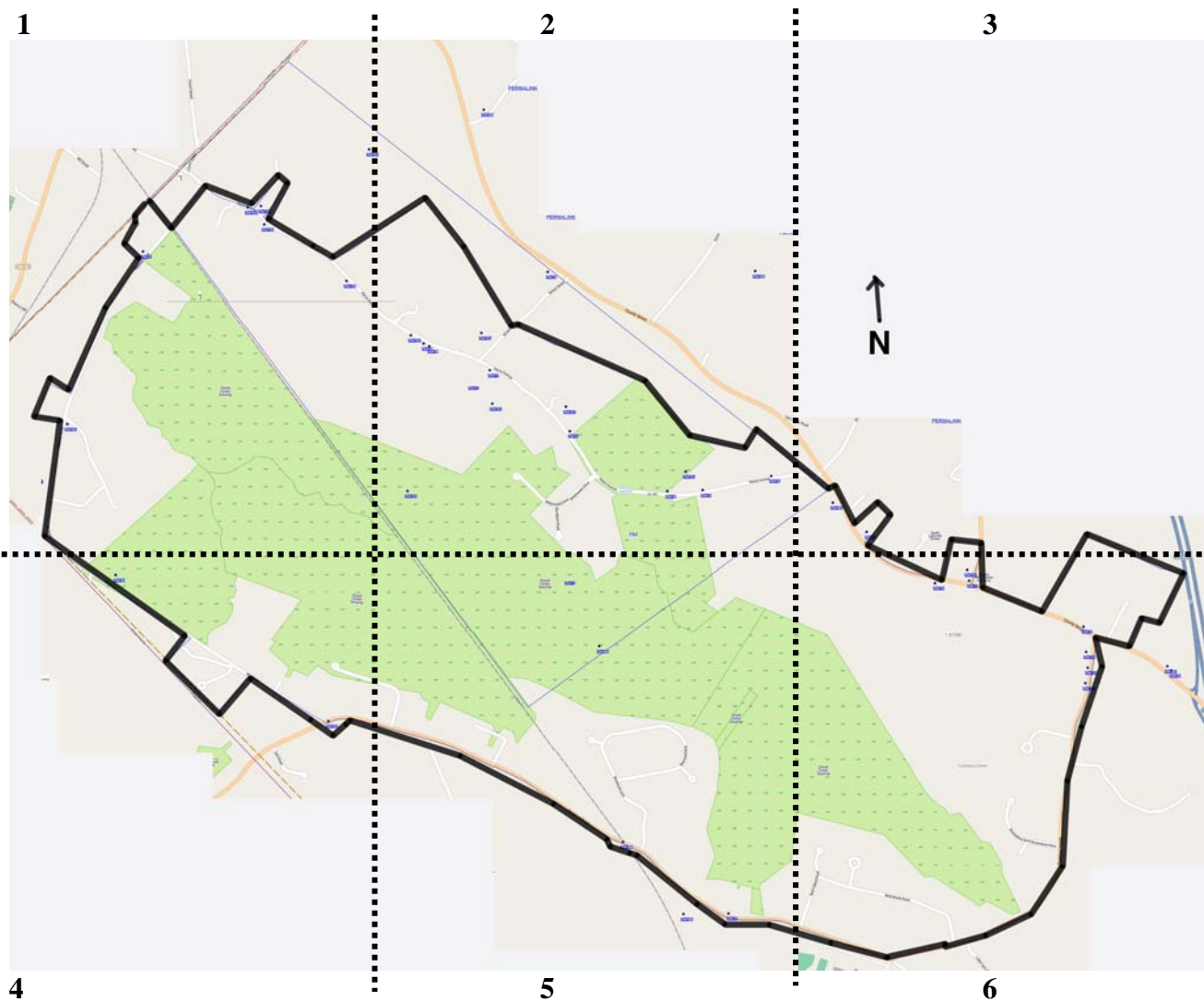
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

LAK.D

See data sheet

AREA MAP (6 Sections)



- MHC Inventory
- National Register Listed

— = area boundary

*not to scale

Information from MACRIS Maps 2.0 Beta
<http://maps.mhc-macris.net>

INVENTORY FORM CONTINUATION SHEET LAKEVILLE

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

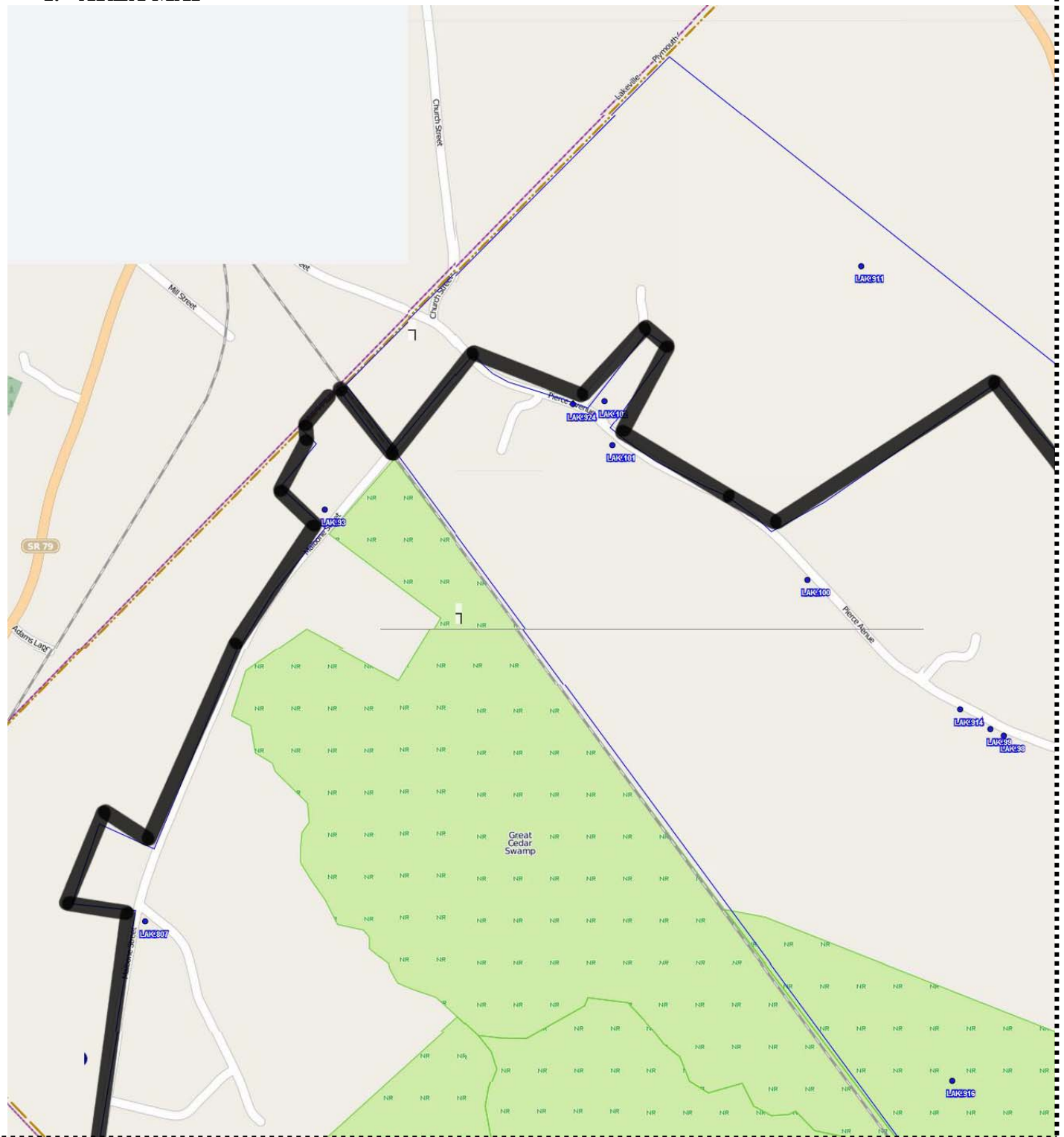
ASSONET CEDAR SWAMP

Area Letter Form Nos.

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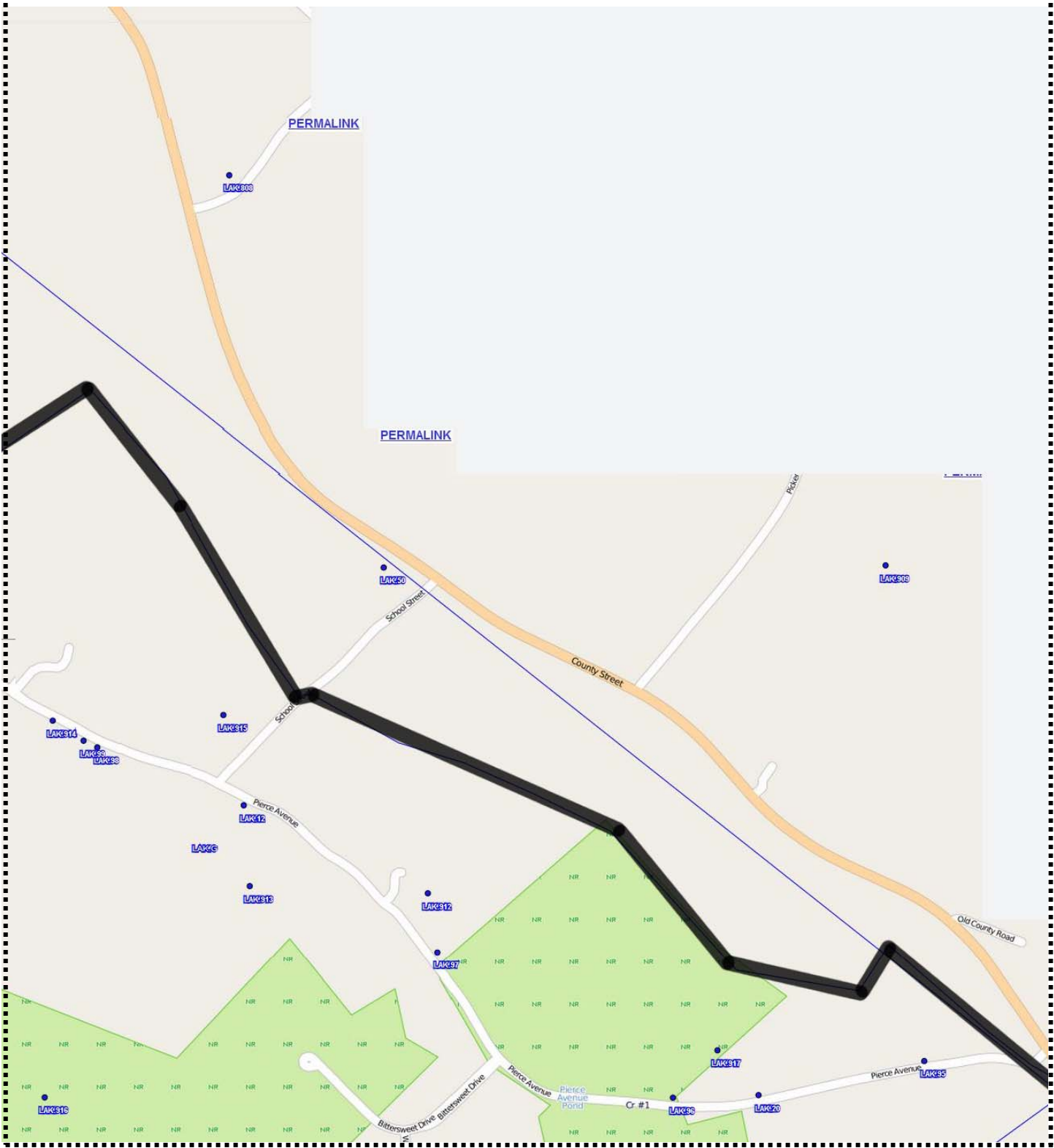
See data sheet

1. AREA MAP



D	See data sheet
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2. AREA MAP



INVENTORY FORM CONTINUATION SHEET LAKEVILLE

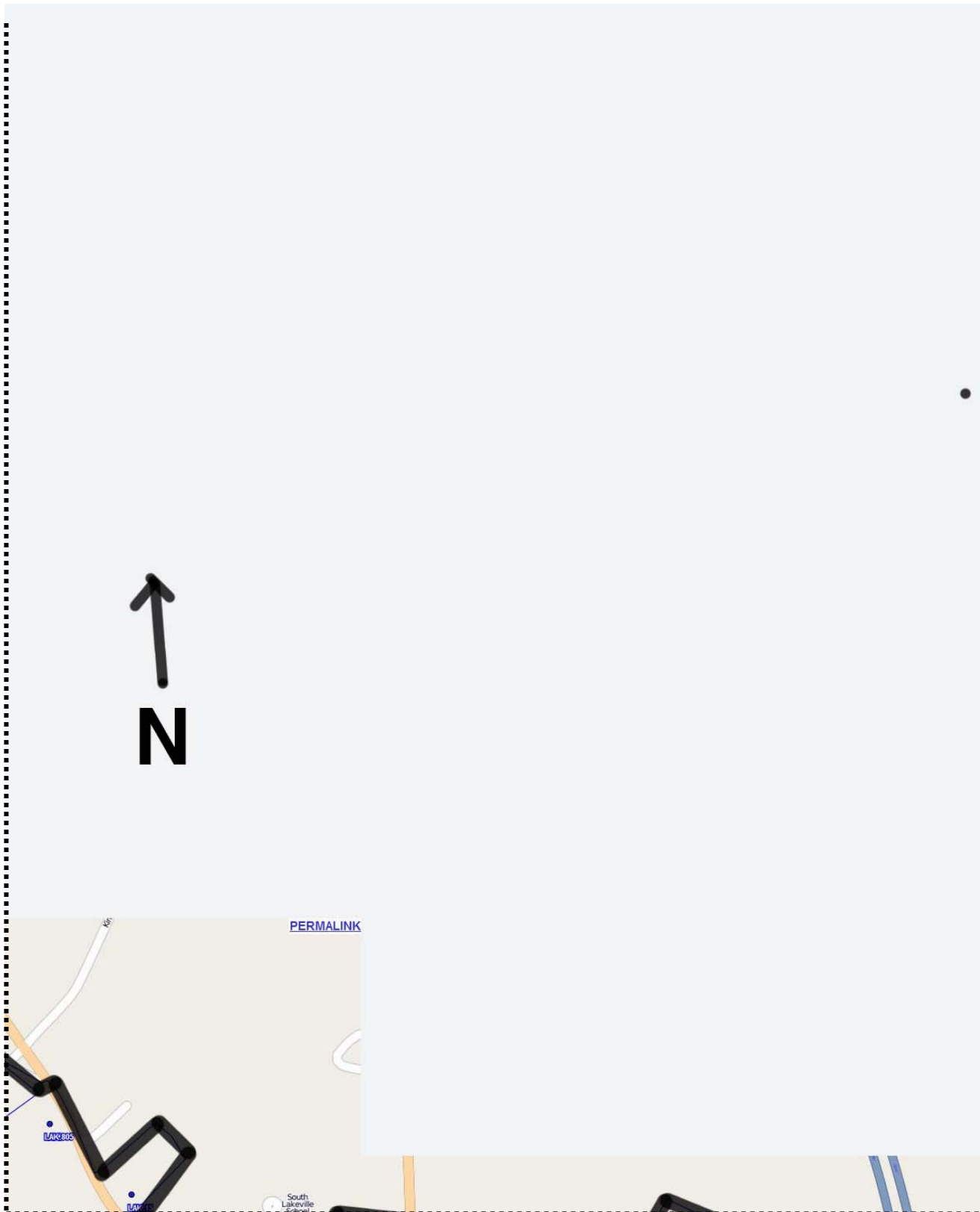
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

ASSONET CEDAR SWAMP

Area Letter Form Nos.

D	See data sheet
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3. AREA MAP



INVENTORY FORM CONTINUATION SHEET LAKEVILLE

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

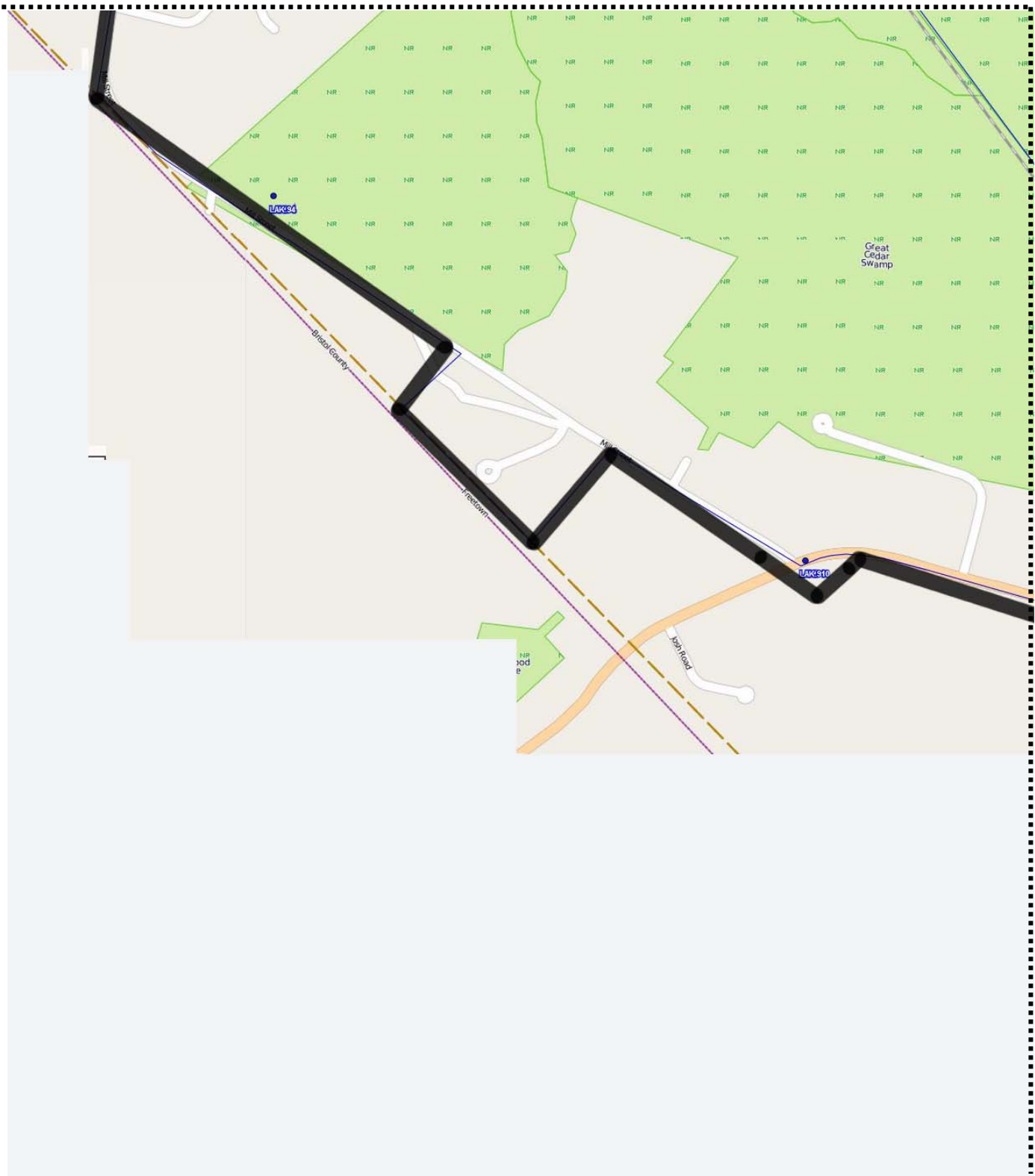
ASSONET CEDAR SWAMP

Area Letter Form Nos.

D

See data sheet

4. AREA MAP



LAKEVILLE

ASSONET CEDAR SWAMP

MASSACHUSETTS HISTORICAL COMMISSION

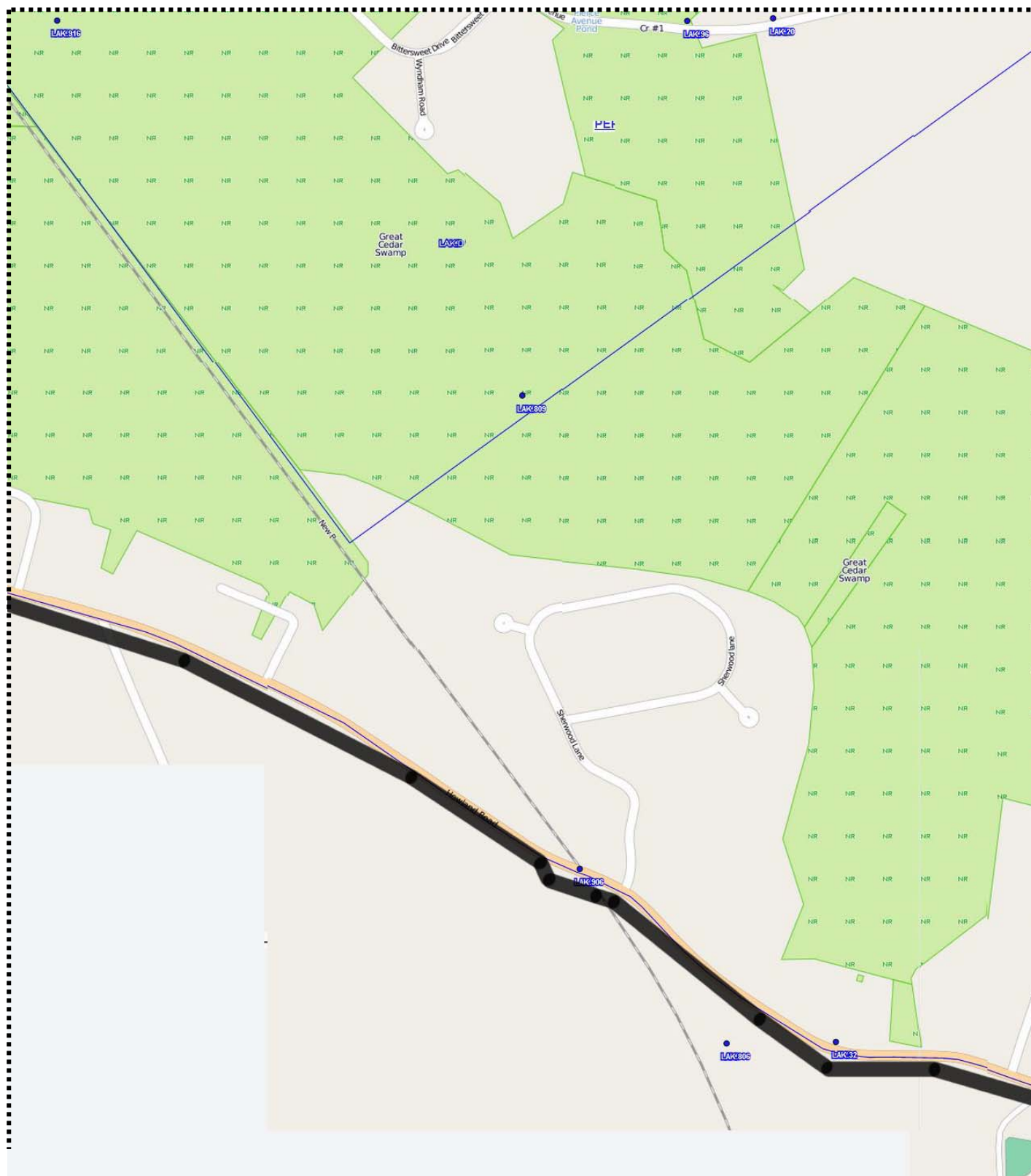
Area Letter	Form Nos.
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220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

D

See data sheet

5. AREA MAP



FORM A - AREA

**Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125**

Assessor's Sheets

4,7,8,13,14,33

USGS Quad

Assawompsett Pd.

Area Letter Form Numbers in Area

D

Attached

2 A 107M3

12-18, 20, 21, 32,
73-102, 802,
805-008, 906
910-717

Town Lakeville

Place (neighborhood or village) SOUTH LAKEVILLE

Name of Area Assonet Cedar Swamp

Present Use Nature preserve, residential

Construction Dates or Period _____

Cultural resources: Late 18th century through present

Overall Condition Good

Major Intrusions and Alterations _____

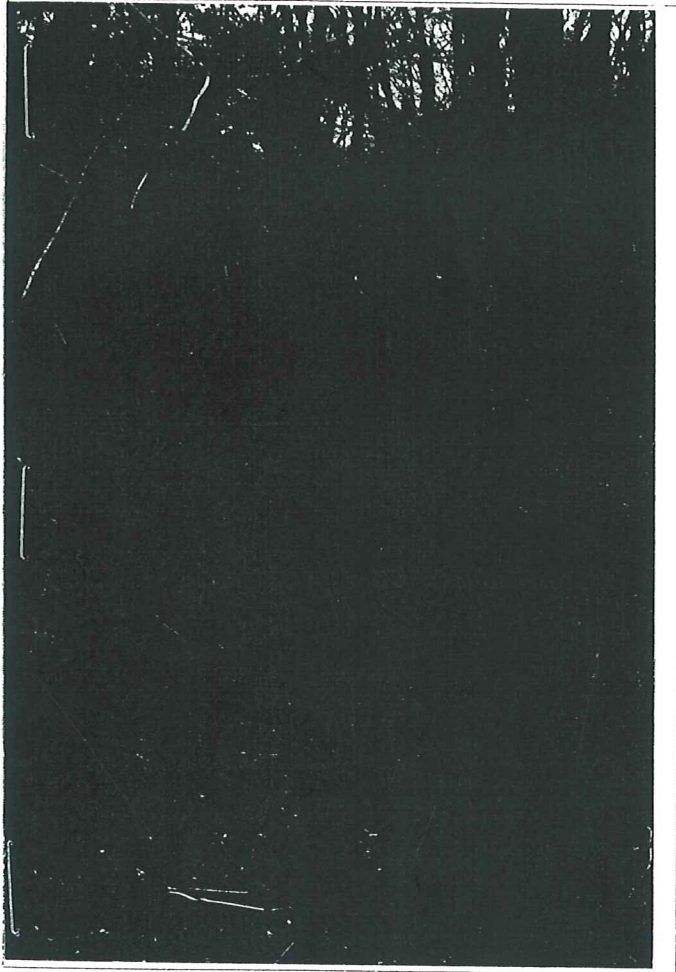
Modern residential infill and railroad line

Acreage 2669.14

Recorded by S.P. Berg/C. Longiaru for PAL

Organization DEM - Heritage Landscape Inventory

Date (month/day/year) December 2002



Sketch Map

see attached map

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JUL 9, 2003

MASS. HIST. COMM

INVENTORY FORM CONTINUATION SHEET

Community:
Lakeville

Property Address:
Assonet Cedar Swamp

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s) [D]

Form No. 12-14, 20, 24, 26
73-102 202, 205 08,
906, 710-717

☒ Recommended for listing in the National Register of Historic Places. *If checked, you must attach a completed National Register Criteria Statement form*

DESCRIPTION

Introduction

The Assonet Cedar Swamp Area, which includes the 800-acre swamp itself as well as the upland areas immediately surrounding it, is recognized as both a natural and a cultural resource. The common theme linking the area and distinguishing it from its surroundings is the presence of land use patterns related to the swamp. Early settlers used the Cedar Swamp as a source of wood for shingles. Over time various land uses, ranging from farms to mills to quarries to cranberry bogs, were established around the perimeter. Some of these uses continue today while evidence of others exists only as fragments or remnants in the landscape. The swamp is now valued primarily as natural habitat and open space. Along with the Assawompsett Pond complex, the Assonet Cedar Swamp was identified in the town's 2001 Open Space and Recreation Plan as one of Lakeville's two largest and most important environmental resources. The surrounding area, particularly Pierce Avenue, is also considered one of the community's most scenic and historic landscapes.

Assonet Cedar Swamp is located in the southwestern portion of Lakeville near the Berkley and Freetown town lines. The study area encompasses approximately 2669.14-acres. The central feature is the Cedar Swamp itself, with the Cedar Swamp River at its core. The six roads that form the perimeter of the area each have a distinctive character and unique relationship to the swamp. They are: Pierce Avenue and County Road on the north, Malbone Street on the west, Mill Street and Howland Road on the south, and Freetown Street on the east.

While the swamp itself is preserved as a wildlife sanctuary, changes are occurring rapidly around the perimeter that could dramatically impact the visual and environmental quality of this fragile area. The purpose of this inventory form is to look at the swamp in relation to its surroundings and to explore the interdependence of natural and cultural resources in creating the quintessential cultural landscape.

Assonet Cedar Swamp

(Note: the primary source for this section was the 2001 [Draft] Lakeville Open Space and Recreation Plan).

Lakeville is divided into three major drainage basins as part of the Taunton River watershed: the Nemasket River, the Assonet River, and the Poquoy Brook subwatersheds. The Cedar Swamp River part of the Assonet drainage area within Assonet Cedar Swamp. It originates southeast of the swamp in an area known as Rocky Woods and flows northwest through the center of the swamp, widening at its western end before becoming the Assonet River near the southwest corner of the swamp, turning to flow southwest. Along this short course, it is joined by several small tributaries, the largest of which is Holloway Brook, which joins the Cedar Swamp River from the north near the center of the swamp. Apart from the great ponds, Assonet Cedar Swamp is Lakeville's largest wetland.

The Assonet Cedar Swamp lies on either side of the Cedar Swamp River, extending up to half a mile from the river in either direction for a length of roughly three miles (verify distances). It is a low-lying area characterized by poorly-drained soils formed in freshwater organic deposits underlain by glaciofluvial deposits. This soil association, known as Freetown-Swansee-Scarboro soils, is represented in approximately 11% of Lakeville's land area and is typically

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913-102, 102, 205-008,
900, 910-117

found in swamps and depressions.

These poorly drained soils provide an ideal habitat for Coastal Atlantic White Cedar, which is found in limited areas along the East Coast and is becoming globally rare. However, the name Assonet Cedar Swamp is somewhat of a misnomer today as the primary canopy vegetation is Red Maple intermingled with cedar, hemlock and Yellow Birch. There are only four cedar-dominated stands remaining, comprising about 50 acres, or 6% of the 800-acre swamp. The understory consists of Sweet Pepperbush and occasional Mountain Holly, with Sphagnum moss occurring throughout the area. Unusual flora includes pitcher plants, cowslips, and Smilacina triflorum (which is very rare in southeastern Massachusetts). The remnant farms around the perimeter of the Cedar Swamp, especially Pierce Avenue, also provide valuable grassland-by-forest habitat, which is becoming increasingly rare as more land is converted for development or reverts to forest.

The Assonet Cedar Swamp is also home to two rare insects, the Hessel's Hairstreak butterfly (*Mitoura hesseli*) and the Water-willow Stemborer Moth (*Papipema sulphurata*) both of which are wetlands-dependent species. The Hessel's Hairstreak butterfly relies entirely on the Atlantic White Cedar as a host, thus decline in cedar population offers a direct threat to the butterfly population as well. The cedar swamp also provides habitat suited to some of the rare turtles of southeastern Massachusetts, as well as to numerous species of birds, waterfowl and mammals. The Cedar Swamp has been identified by the Massachusetts Natural Heritage and Endangered Species Program as an ecologically valuable but vulnerable site, which supports an array of natural communities and rare plant species.

The Cedar Swamp is part of an 809-acre wildlife sanctuary owned by the Massachusetts Audubon Society. However, it is not a pristine area, as an active CSX freight line bisects the swamp. The New Bedford and Taunton Railroad originally constructed the line in 1840. The railroad enters the northwest corner of the swamp and extends in a southeast direction to roughly the center of the southern edge of the swamp. At this point, the line exits the swamp area undergrade below Howland Road. The freight line is part of the Stoughton Branch Alternative for the proposed New Bedford/Fall River Commuter Rail Extension Project, which would provide commuter rail service for southeastern Massachusetts. Proposed improvements to the existing track and railbed would consist of rehabilitation of the track bed, ditches, ballast, ties and rail, grade crossing and the construction of passing siding. Other impacts to the swamp area include several new subdivisions along Howland Road and Freetown Road that are located close to the swamp and have the potential to affect local hydrology. Alteration of the hydrologic regime is the single greatest threat facing the Assonet Cedar Swamp.

County Road/Pierce Avenue

Several historic resources are centered at the northeast corner of the Cedar Swamp area, located at the intersection of County Road and Freetown Street. An early eighteenth century residence, the Hafford House (MHC 24) ca. 1724, and the Hafford Cemetery (MHC 802) from ca. 1799 are located at 177 County Road. On the same side of the road, to the west is the Old Sampson House Tavern at 161 County Street (MHC 16). Constructed in ca. 1830, the building served as a way station for stagecoaches that once ran between New Bedford and Boston. County Road has remained a well-traveled thoroughfare since the nineteenth century. County Road forms the northern edge of the swamp area for about one mile.

Continuing west on County Road to the intersection with Highland Road is the crossroads community of Canedy's Corner. During the nineteenth century, the residents of County Road were predominantly farmers with large parcels of land on the south side of the road that extended to the northern edge of the swamp. One surviving example is the ca. 1815 Alexander Canedy House at 33-40 County Road (MHC 14). The property consists of a large irregular lot

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200, 917-217

that borders the northern perimeter of the swamp. On the opposite side of the street is the Zebulon Leonard Canedy House at 141 Highland Road (MHC 13). A modern subdivision abuts the western edge of the Z.L. Canedy House lot. South Lakeville School (MHC 15) stands on the west side of the subdivision. Constructed in 1925, the schoolhouse replaced the earlier Canedy School (d.1853-1883). On the opposite side of the road, to the west is Keith Cemetery, a small family cemetery dating from the late nineteenth century.

Pierce Avenue, which intersects with County Road about one mile west of Canedy's Corner, is a historic road paralleling the northern edge of the swamp through an area known as "The Beechwoods," a name assigned during the colonial era because of the locale's dense beechwood forest. For most of its length, Pierce Avenue is a scenic area with open fields, skillfully constructed stone walls, and well-preserved nineteenth century houses and barns. The road extends 2.5 miles from County Road west to Malbone Street near the Berkley line. Located on hilly terrain above the swamp, Pierce Avenue retains its original curved alignment and conforms to the land's irregular topography. The road is extremely scenic and features a number of well-preserved nineteenth century farmhouses and outbuildings. Stone walls along with a canopy of deciduous hardwood trees enhance the rural character of Pierce Avenue.

Nineteenth century architectural styles represented on Pierce Avenue include Federal, Cape Cod, and Greek Revival. Historic residences on Pierce Avenue are sparsely spaced and sited close to the road's edge. Pierce Avenue originally bisected the parcels of early settlers, as the lot's extremities were impassable due to the natural surroundings. Several house sites in Pierce Avenue have been identified with Pierce family members. The Lakeville Historic Commission is in the process of submitting an MHC Area Form for Pierce Avenue Beechwoods Community, which includes 25 historic resources. Consult the form for a more detailed discussion of the Beechwoods Community.

Holloway Brook runs behind the residences on the north side of the eastern half of Pierce Avenue. On the brook, behind the Levi Pierce House at 22 Pierce Avenue (MHC), are the foundations of an eighteenth century gristmill and sawmill. The 100 acres associated with this house have been recently purchased through a Conservation Restriction granted to the Wildlands of Southeastern Massachusetts. In 1785, a gristmill replaced the sawmill. Continuing east on the brook is a stone Baptismal Pulpit (MHC) with stairs, which reportedly dates from the 1760s. One of the most interesting historic features of the Beechwoods area is the late eighteenth century Logging Road Causeway (MHC) through the swamp. Constructed in the late eighteenth century, the causeway is a mounded dirt path that extends approximately 1300 feet across the swamp.

Other historic industry on Pierce Avenue included granite quarrying, which originated in the early to mid eighteenth century. A northbound colonial road or "The Woodland Path" was established off of Pierce Avenue in the early eighteenth century. The road served as a public highway until the early nineteenth century. The path, now a farm road leads to Lang St. Cemetery. East of the path is Elisha's Rocks, a bedrock cliff overlooking the Beechwoods community. At the foot of the overlook are the visible traces of a colonial-era quarry. Open extraction pits and cuts associated with the early quarry remain.

Two nineteenth century granite quarry sites are located north of the swamp. One of these operated from 1875 to 1940 near the northwest corner of Pierce and School Streets. The quarry site is set back from the road and is largely overgrown. The site includes a dilapidated steam engine room, collapsed cables and other hardware, and extraction pits. The once heavily quarried outcropping is discernable from Pierce Avenue.

Granite outcroppings are prevalent in the area surrounding the swamp. There are a number of glacial erratics visible from Pierce Avenue. One erratic of local import is a large balancing boulder supported by three granite prongs. Located on the north side of Pierce Avenue, precariously positioned stones such as this one are common throughout

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706, 803, 817

southeastern New England. Much attention has been given to spherical erratics of the region with some individuals attributing their unusual placement to cultural traditions and not to geological processes. Regardless of their association, the erratics are an integral component of the natural landscape of the cedar swamp area.

Malbone Street

Located on the west side of the swamp is Malbone Street, which hosts a small cemetery, one early nineteenth century residence and two late nineteenth century homes. An active CSX freight line crosses the northern end of the street at-grade. Malbone Cemetery (MHC) is located on the east side of the street at the corner with Emerson Road. Only about 1,000 square feet in size, a fieldstone perimeter wall surrounds the cemetery. There are approximately 12 slate headstones of relatively simple design. Most are illegible and in poor condition. There are at least as many more that are broken off just above ground level. A modern residential subdivision dwarfs the small cemetery, with more modern residential infill across the street. Malbone Street extends south and intersects with Mill Street, the southern boundary of the cedar swamp area.

Mill Street/Howland Road

Mill Street is sparsely populated and retains its rural character. The north side of the street consists of a large farm located at 11 Mill Street. The 69-acre farm dates from the early nineteenth century. The vacant farmhouse is the only intact farm bordering the south side of the swamp. Mill Brook meanders through the farm's large rolling field. This farm, known as the Reynolds Farm, has been largely preserved through a recent conservation Restriction granted to the Massachusetts Audubon Society. A section of Old Mill Street remains south of Mill Street, across from the farm. Remnants of the Haskins-Davis Mill, a mid-nineteenth century mill, are located off of Old Mill Street on Mill Brook. A dirt path provides access to Old Mill Street and to the mill site. Dense woods buffer Old Mill Street from Mill Street. The mill site consists of two stone lined raceways with a north-south alignment. The raceways feature large dry laid granite slabs. The west raceway is wider and contains finished stones while the east raceway exhibits a more crude construction.

Continuing east on Mill Street to Howland Road is Howland Brook. A stone slab bridge spans the tributary near the northwest corner of Mill Street and Howland Road. The southwest corner of the intersection is the approximate location of the former Hunting House. Howland Road consists of modern residential infill with two subdivisions located on the north side of the street. A large subdivision borders the southeastern part of the swamp. The northernmost parcels of this subdivision have parcels that extend into the swamp.

Situated between the two subdivisions is the Earl Sears – E.P. Douglas House (ca. 1750) (MHC 32), the only historic residence on this section of Howland Road, between Mill Street and Freetown Street. The house was constructed for Eseck Howland. North of the Sears House is Sears Island, a north-south oriented drumlin on the southern edge of the cedar swamp. Howland Cemetery (MHC) is located on a rise on the south side of the road, just west of the Sears House. The cemetery is well south of the road and shielded from view by dense woods. On the same side of the street, to the east is the campus of Apponequet Regional High School.

Freetown Street

From near the northeastern corner of the school property, Freetown Street extends in a northerly direction to County Road. The road serves as the eastern boundary for the cedar swamp area and consists almost entirely of modern residences. An area known as Rocky Woods, a substantial granite outcropping, borders the east side of the road. The

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outcropping rises above the road in an easterly direction and extends south into Freetown. According to local ethnohistorical accounts, the caves and similar formations within this unique geological feature have seventeenth century associations. Purportedly, King Phillip may have spent the last night of his life in a cave (King Phillip's Cave) in the densely wooded area of Rocky Woods. Further north on Freetown Street are two late eighteenth century residences on the west side of the street, just south of County Road.

HISTORICAL SIGNIFICANCE

Prehistoric archaeological significance

The Taunton River drainage has been a focal point of archaeological interest to both avocational and professional archaeologists for more than a century. Members of the MAS have carried out numerous investigations of prehistoric sites in the combined Taunton/Nemasket drainage. The large number of recorded prehistoric sites in proximity to Cedar Swamp reflects the favorable environmental conditions that existed in the Taunton River drainage throughout the prehistoric period. The Taunton River, along with its major tributary the Nemasket River, provided a primary avenue of transportation from the coastal lowland to Narragansett Bay. Anadromous fish traveled up these waterways, making the large ponds in the Assawompsett district major focus of prehistoric settlement. These areas have a high probability to contain evidence of intensive prehistoric land use (Thorbahn et al. 1980; Thorbahn 1982).

Diagnostic cultural material from a relatively large number of sites has provided evidence of a very long sequence of Native American settlement and subsistence activities within this geographic region. The inventory of known prehistoric sites within the Taunton River drainage basin, when viewed as interrelated components of a large and complex settlement system, provides a context for the Cedar Swamp area. The swamp is within a general environmental setting composed of a mosaic of large ponds, wetlands, and well-drained uplands that was intensively used by Native American populations throughout the prehistoric period. The known prehistoric sites in the Assawompsett Pond/Wapanucket district contain evidence of repeated use over at least 10,000 years from the PaleoIndian to Late Woodland periods.

Due to the commanding view of the Cedar Swamp River and surrounding wetlands from the highland occupied by Pierce Avenue and the proximity of the landscape to Assawompset Pond complex the Cedar Swamp landscape is likely to be sensitive for prehistoric archaeological remains. Within the landscape there are four identified prehistoric sites, all of which are transitory with no temporal affiliation.

Historic significance

The following is extracted from MHC Area Form for Beechwoods/Pierce Avenue (March 2002) by Kenneth Leonard, Lakeville Historical Commission.

Colonial development of the Beechwoods area evolved almost entirely independent of Middleborough proper, which it was a part of until 1853 (Leonard 2002). Earliest settlement of the Assonet Swamp area began in 1709 with the arrival of Isaac Pierce and Benjamin Booth families who were Quakers from Scituate. Known as Middleborough's West Parish at Precinct Village, only three families were associated with the village. The community became independent of Middleborough by exploiting the rich and diverse natural resources of the swamp area for the development of mills, forges and quarries. Several of its members who attended Baptist services at Swansea portioned Middleborough for tax abatement. Their first serious religious affiliations centered around the Rev.

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Ebenezer Hinds Baptist Church which was founded in the 1750s. Their only apparent social or commercial associations outside their own community developed with the Thomas Nelson settlement on Assawampsett Neck with whom they shared their Baptist affiliation with Hinds, intermarried sparingly, and exchanged smithing personal.

It was only after the Revolutionary War, during which they had formed their own exclusive units of fighting men, that the Beechwoods people started emigrating into the downtown Middleborough area in any numbers. Prior to that, those who left went either to the south, Freetown and Rochester were popular destinations, or to the western frontier. Now for the first time, did one of their own people get to hold political office in Middleborough, even though, from very shortly after its beginnings, Beechwoods and its families had constituted a significant portion of Middleborough's population and wealth (Leonard 2002).

The construction of railroads during the Early Industrial Period (1830-1870) connected Lakeville with larger population centers in New Bedford and Taunton. Despite the introduction of the railroad, land surrounding the Assonet Cedar Swamp remained agricultural in use or undeveloped. The southern edge of the swamp area during this period featured a handful of farms spread out along Howland Road. A stop on the New Bedford & Taunton Railroad, Howland Station was located on the south side of Howland Road. East of the railroad line was a school and a sawmill. Other residential and agricultural development around the swamp centered on County Road, near Canedy's Corners. In the twentieth century, the swamp area remained sparsely populated until the end of the century, when the town experienced a rise in residential development. Land adjacent to the swamp continues to be developed today.

Historic archaeological significance

Within the Cedar Swamp landscape the primary locus of archaeological sites dating to the historic period is along Pierce Avenue at the northern margin of the swamp. The area was first settled by European-Americans in 1709 with lots fronted along Pierce Avenue and ran down into the swamp. The primary types of sites associated with the area are mill sites, quarry sites and domestic sites. An eighteenth and nineteenth century gristmill and mid eighteenth century sawmill both operated along the waterways of the landscape. Both these early industrial structures are still identifiable by dams and foundations. Additionally, two historic granite quarries, which utilized the naturally occurring outcrops of bedrock, have been identified in the area. Finally, at least three house sites have been identified in the area, including the Philander Pierce House site, the Josiah Holloway House site, and the John Pierce House Site, as well as the bermed logging causeway. (Lakeville Historical Tour Committee 2001). Taken together these resources have the potential to provide new information regarding the early domestic and economic development of southeastern Massachusetts.

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93-02, 224, 226, 227,
706 710-917

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Maps

----- *Town of Lakeville, Mass.* Anonymous.

----- *Map of Lakeville, Mass.* Anonymous.

1903 *Town of Lakeville Plymouth County*. L.J. Richards Co.

1879 *Map of Lakeville, Mass.* Anonymous.

1958 *Town of Lakeville, MA*. Allen, Rogers M., Gladys G. Vigers.

----- *Town of Lakeville Assessor's Plans*. Various surveyors and dates.

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NATIONAL REGISTER OF HISTORIC PLACES CRITERIA STATEMENT

The Beechwoods Area/Pierce Avenue is eligible for listing in the National Register under Criteria A, C and D at the local level. It is eligible for Criterion A for its association with the town's early settlement, development and industry. Pierce Avenue meets Criterion C for its collection of highly intact nineteenth century residences, which retain integrity of location, setting, feeling and association. The district is also eligible under D for its assortment of historic sites that include mills, quarries and domestic sites.

Additionally, the Assonet Cedar Swamp is preserved as a wildlife sanctuary that is susceptible to environmental changes within its immediate surroundings. The Massachusetts Natural Heritage and Endangered Species Program has identified the swamp as an ecologically valuable but vulnerable site, which supports an array of natural communities and rare plant species.

ASSONET CEDAR SWAMP DATA SHEET

MHC AREA	AREA NAME	PLACE	ASSESS NO.	MHC NO.	ADDRESS	HISTORIC NAME	DATE	STYLE/FORM	ASSOCIATED RESOURCES	NR STATUS
	Assonet Cedar Swamp	Lakeville	5:14	15	119 County Street	South Lakeville School	ca. 1925			
	Assonet Cedar Swamp	Lakeville	4-15:33	16	161 County Street	Old Sampson Tavern	ca. 1830			
	Assonet Cedar Swamp	Lakeville	800	105	-- County Street	Pierce Cemetery				
	Assonet Cedar Swamp	Lakeville	4-20:14	14	33-40 County Street	Alexander Canedy House	ca. 1815			
	Assonet Cedar Swamp	Lakeville		24	177 County Street	Samuel Hafford House	ca. 1724			
	Assonet Cedar Swamp	Lakeville	33	802	177 County Street	Hafford Cemetery	ca. 1799			
	Assonet Cedar Swamp	Lakeville	11:14	13	141 Highland Avenue	Zebulon Leonard Canedy House	ca. 1820			
	Assonet Cedar Swamp	Lakeville	5:13	32	-- Howland Road	Earl Sears/E.P. Douglas House	ca. 1750			
	Assonet Cedar Swamp	Lakeville			-- Howland Road	Howland Cemetery	Early 19 th c.			
	Assonet Cedar Swamp	Lakeville		13	-- Malbone Street	Pierce/Haskins House	ca. 1810			
	Assonet Cedar Swamp	Lakeville			Howland Brook/Howland Road	Stone slab bridge	19 th c. (?)			
	Assonet Cedar Swamp	Lakeville			-- Malbone Street	Malbone Cemetery	Late 18 th c.			
	Assonet Cedar Swamp	Lakeville			-- Mill Street	Haskins-David Mill Site	mid-19 th c.			
	Assonet Cedar Swamp	Lakeville			11 Mill Street	Farm	early-mid 19 th c.			
	Assonet Cedar Swamp	Lakeville	1:7	12	251 Pierce Avenue	Samuel Allen House	ca. 1765	Cape		
	Beechwoods Community	Lakeville	1-2:7	11	-- Colonial Road	Colonial Road/"The Woodland Path"	ca. 1715-1840			

ASSONET CEDAR SWAMP DATA SHEET

MHC AREA	AREA NAME	PLACE	ASSESS NO.	MHC NO.	ADDRESS	HISTORIC NAME	DATE	STYLE/FORM	ASSOCIATED RESOURCES	NR STATUS
	Beechwoods Community	Lakeville			-- Location unknown	Lang St. (The Pierce) Cemetery	mid-18th c.			
	Beechwoods Community	Lakeville	2-2:8		-- Pierce Avenue	Saw Mill Site	ca. 1713-1765			
	Beechwoods Community	Lakeville	3-1:1:7		-- Pierce Avenue	Balancing Stone				
	Beechwoods Community	Lakeville	1-2:7		-- Pierce Avenue	Colonial Granite Quarry	ca. 1730-1780			
	Beechwoods Community	Lakeville	2-2:7		-- Pierce Avenue	Horse Block				
	Beechwoods Community	Lakeville	1-7:7		-- Pierce Avenue	John Pierce House Site	ca. 1725-1890			
	Beechwoods Community	Lakeville	2-1:7		-- Pierce Avenue	19th c. - 20th c. Quarry	ca. 1875-1940		Road	
	Beechwoods Community	Lakeville	2-2:8		-- Pierce Avenue	Josiah Holloway House Site	Ca. 1725-1850			
	Beechwoods Community	Lakeville	2-2:8		-- Pierce Avenue	Philander Pierce House Site	ca 1860s			
	Beechwoods Community	Lakeville	1-5D:8		-- Pierce Avenue	Logging Road Causey	Late 18th c.			
	Beechwoods Community	Lakeville	2-2:8		-- Pierce Avenue	Grist Mill Site	ca. 1765			
	Beechwoods Community	Lakeville	2-2:8		-- Pierce Avenue	Baptismal Pulpit	ca. 1760s			
	Beechwoods Community	Lakeville	2-2:8		-- Pierce Avenue	Saw Mill Site	ca. 1785			
	Beechwoods Community	Lakeville	1-3:8		8 Pierce Avenue	A. Pierce House	ca. 1860	Greek Revival		
	Beechwoods Community	Lakeville	1:14	20	18 Pierce Avenue	Herron & Phillip Pierce House	ca. 1792	Cape		
	Beechwoods Community	Lakeville	2-2:8		22 Pierce Avenue	Levi Pierce House	Late 1820s	Cape	2 barns, stone walls	
	Beechwoods Community	Lakeville	3-20:7		44 Pierce Avenue	Enos Pierce House	ca. 1830s	Cape		

ASSONET CEDAR SWAMP DATA SHEET

MHC AREA	AREA NAME	PLACE	ASSESS NO.	MHC NO.	ADDRESS	HISTORIC NAME	DATE	STYLE/FORM	ASSOCIATED RESOURCES	NR STATUS
	Beechwoods Community	Lakeville	1-6:7	30	71 Pierce Avenue	School	early 19th c.	Federal	was removed	
	Beechwoods Community	Lakeville	2-2:7	17	71 Pierce Avenue	Hoard House	ca. 1800s	Greek Revival	↓	
	Beechwoods Community	Lakeville	2-3:7	100	85 Pierce Avenue	Oliver Pierce House	ca. 1810	Federal	was removed	
	Beechwoods Community	Lakeville	7-2:4	101	105 Pierce Avenue	Jirah Winslow House	ca. 1826-1830	Cape-2 1/2 story side gabled	Stone bull pen, Barn	
	Beechwoods Community	Lakeville	7-4:4	102	114 Pierce Avenue	Winslow Estate Annex House	mid-19th c.	Greek Revival	↑	

ENTORY FORM CONTINUATION SHEET

Community:
Lakeville

Property Address:
Assonet Cedar Swamp

**Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125**

Area(s)

Form No. 12, 14, 20, 24, 32
93-104, 207, 406, 208
906, 902, 107

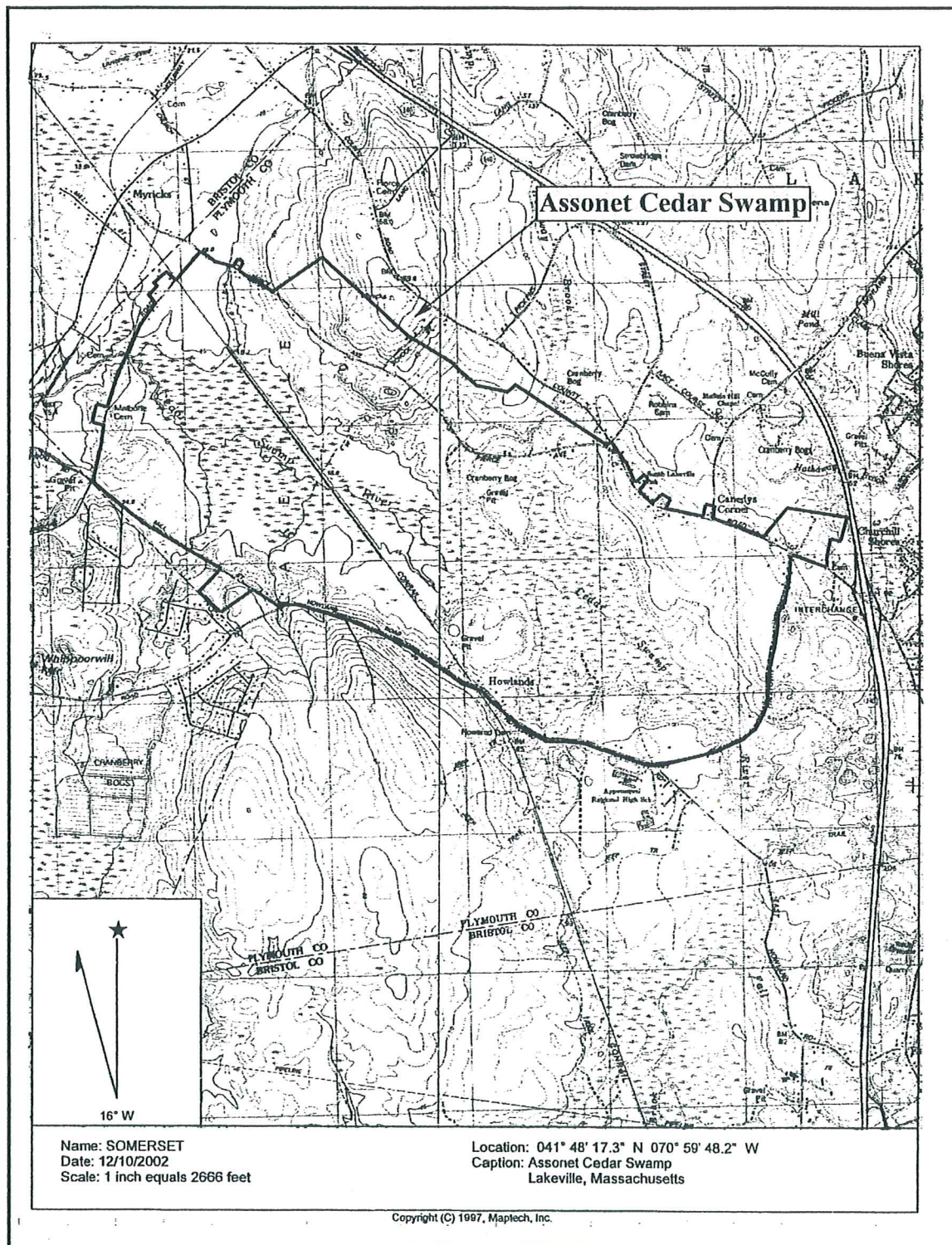


Figure 1. USGS Map

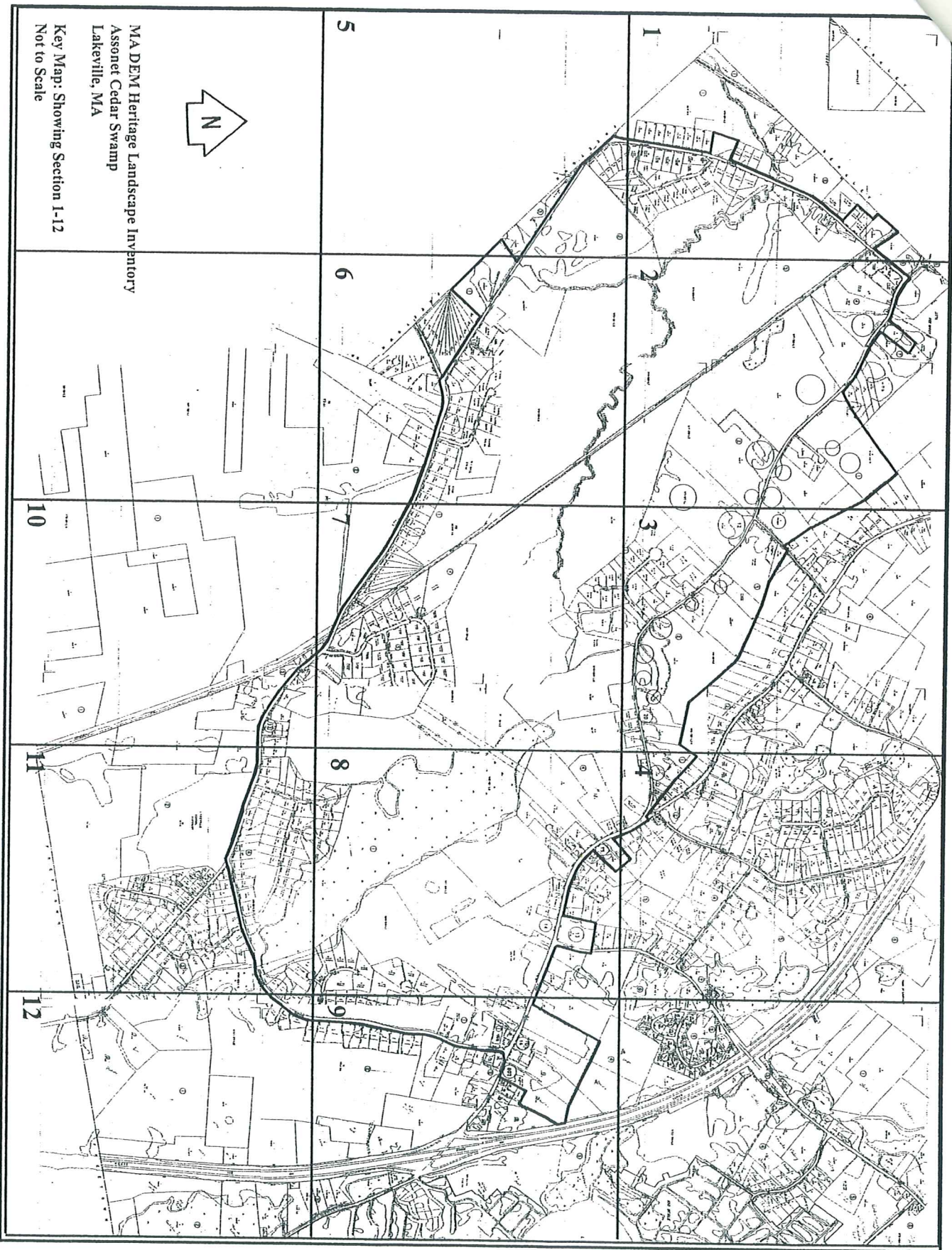
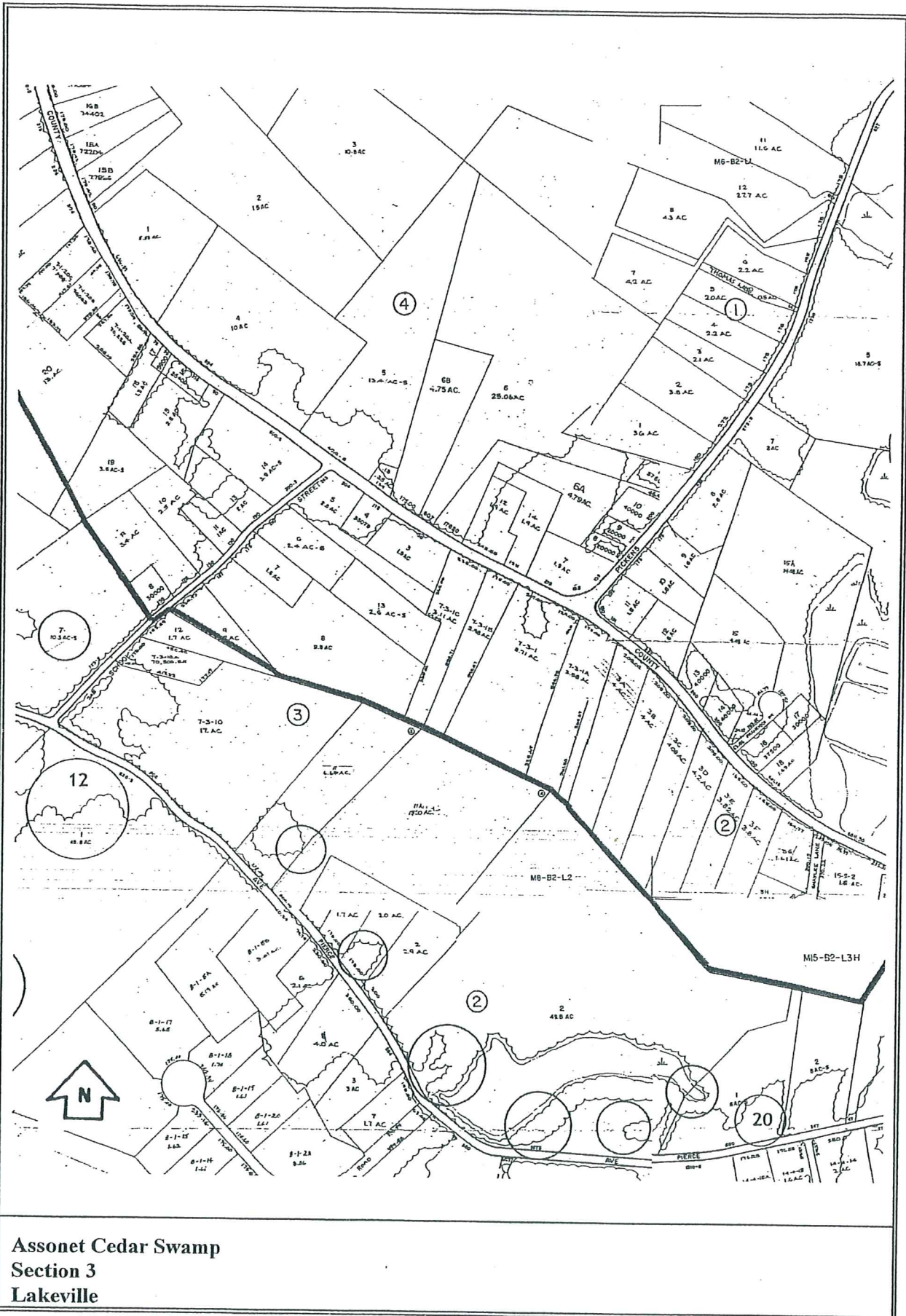
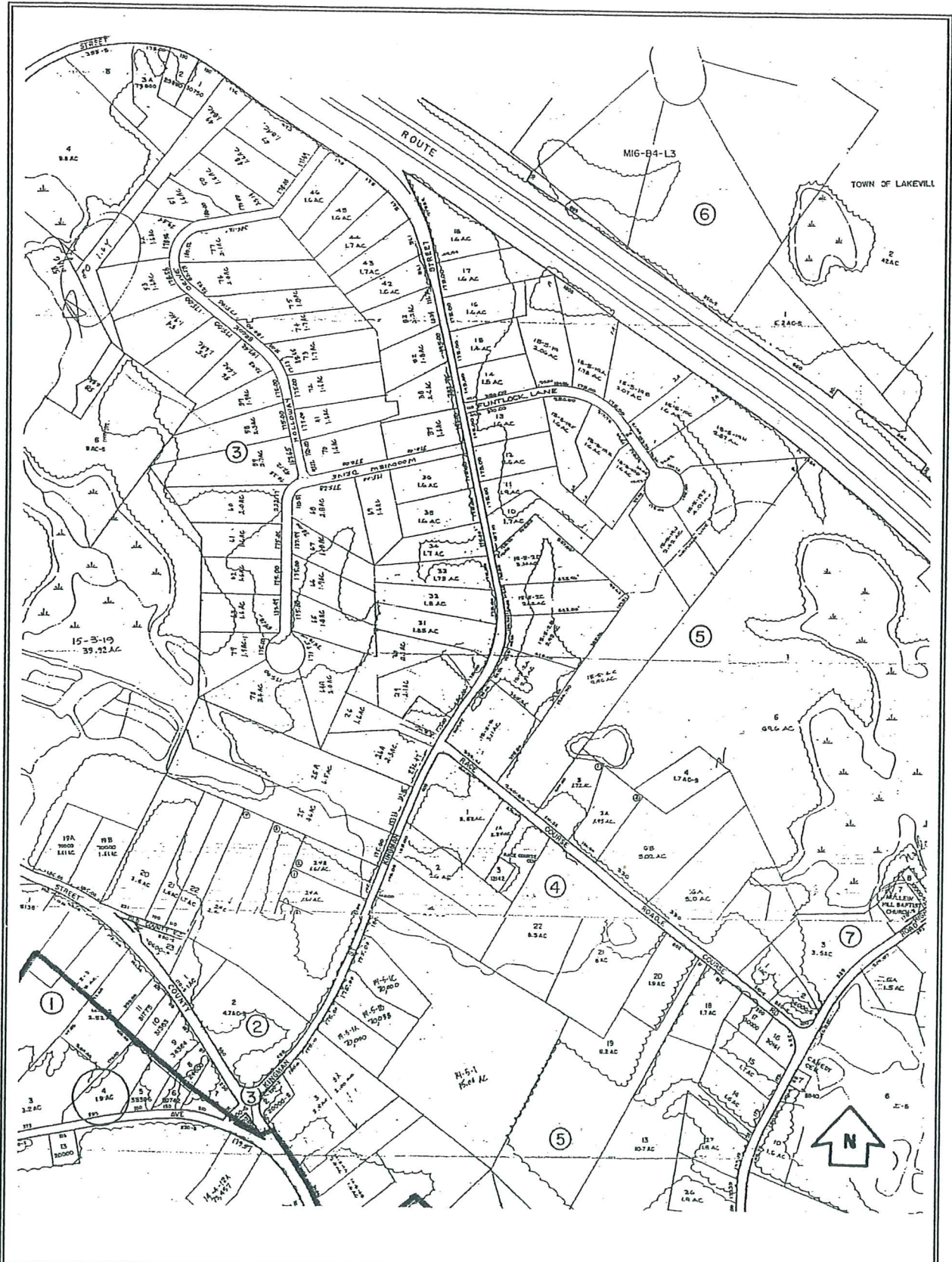


Figure 1. MA DEM Heritage Landscape Inventory: Assonet Cedar Swamp Key Map

12-14, 20, 24, 32, 93-102, 202,
506, 102, 700 910, 717

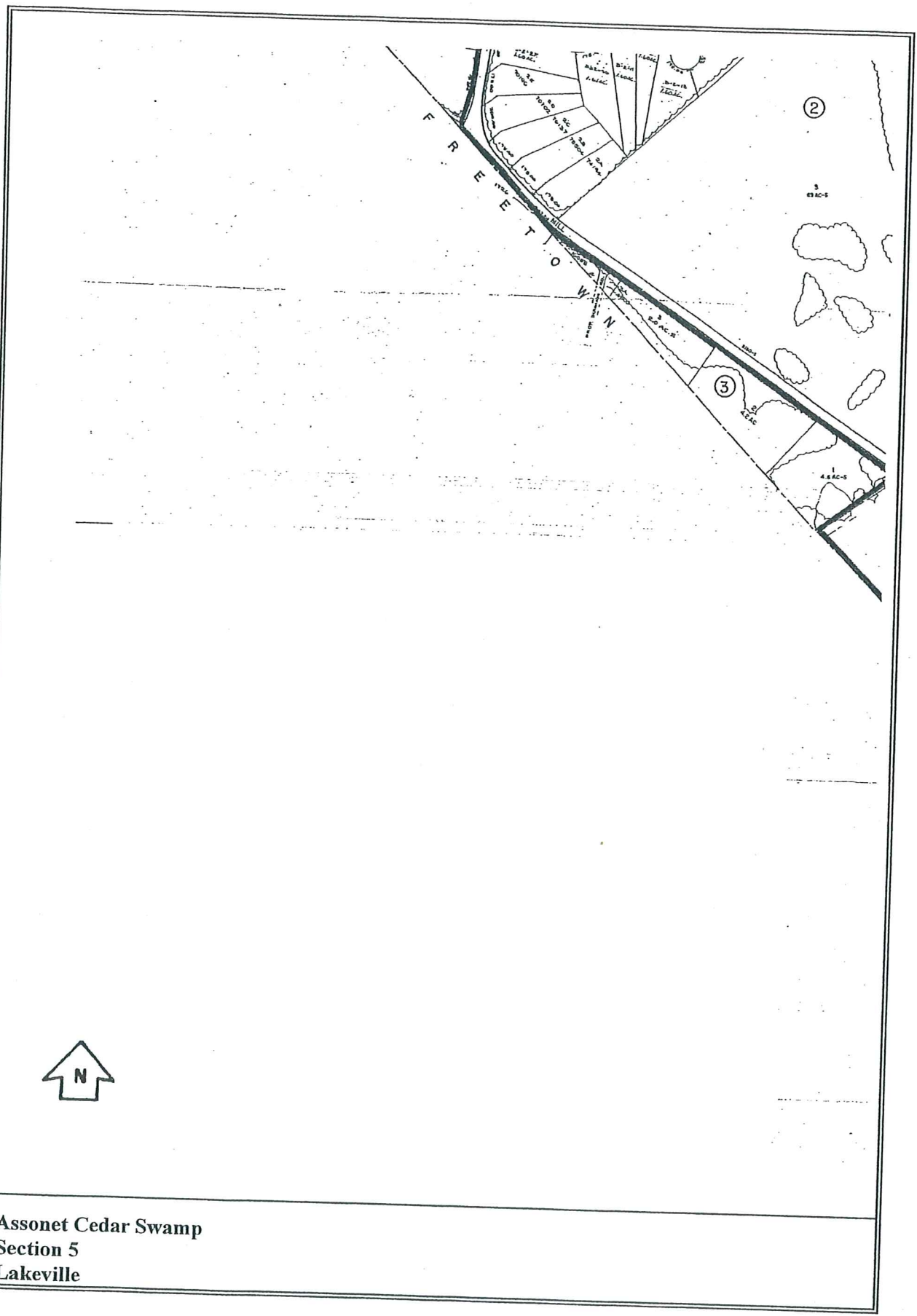


12-16, 20, 24 34
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Assonet Cedar Swamp
Section 4
Lakeville

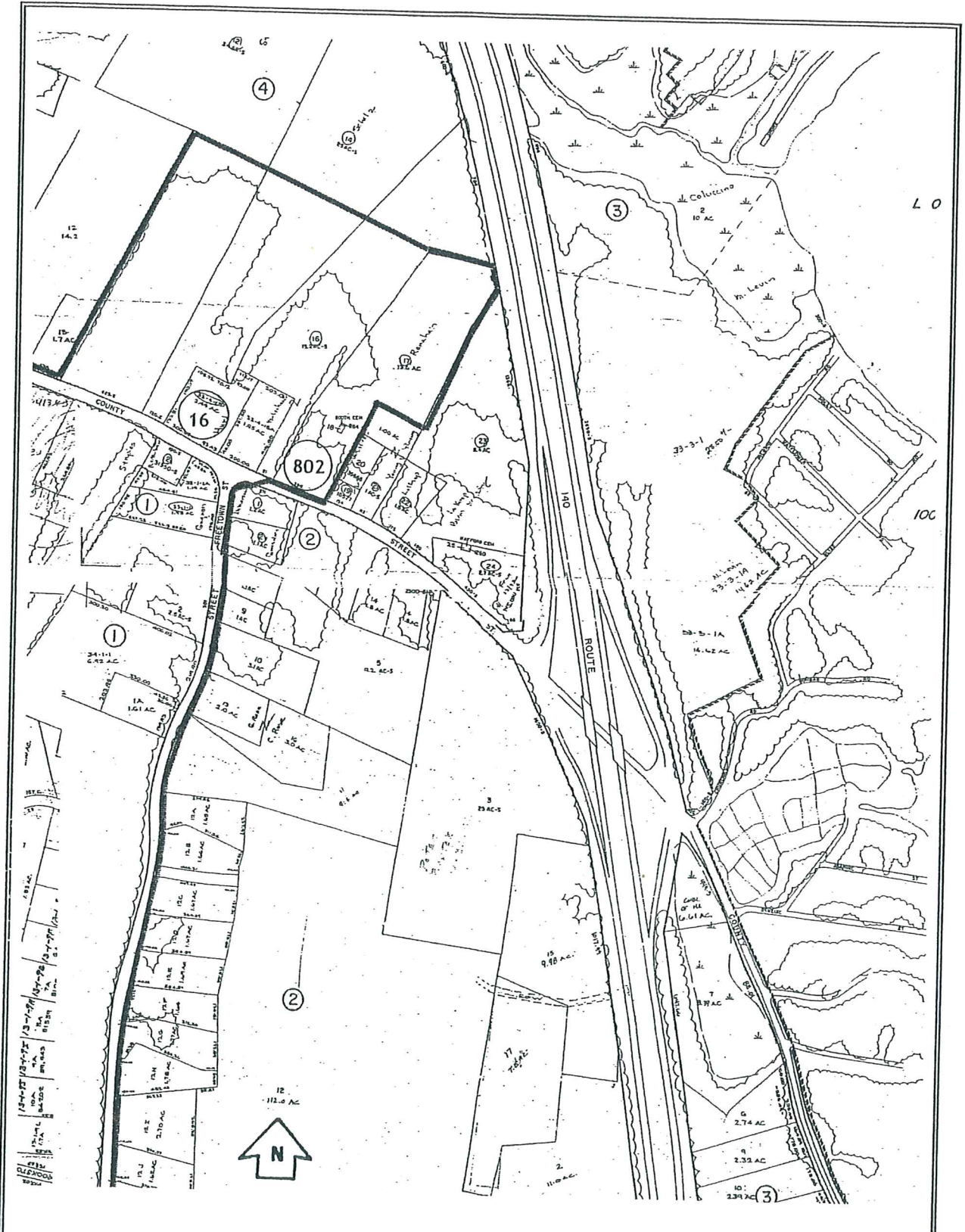
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306, 308, 703, 910-917



Assonet Cedar Swamp
Section 5
Lakeville

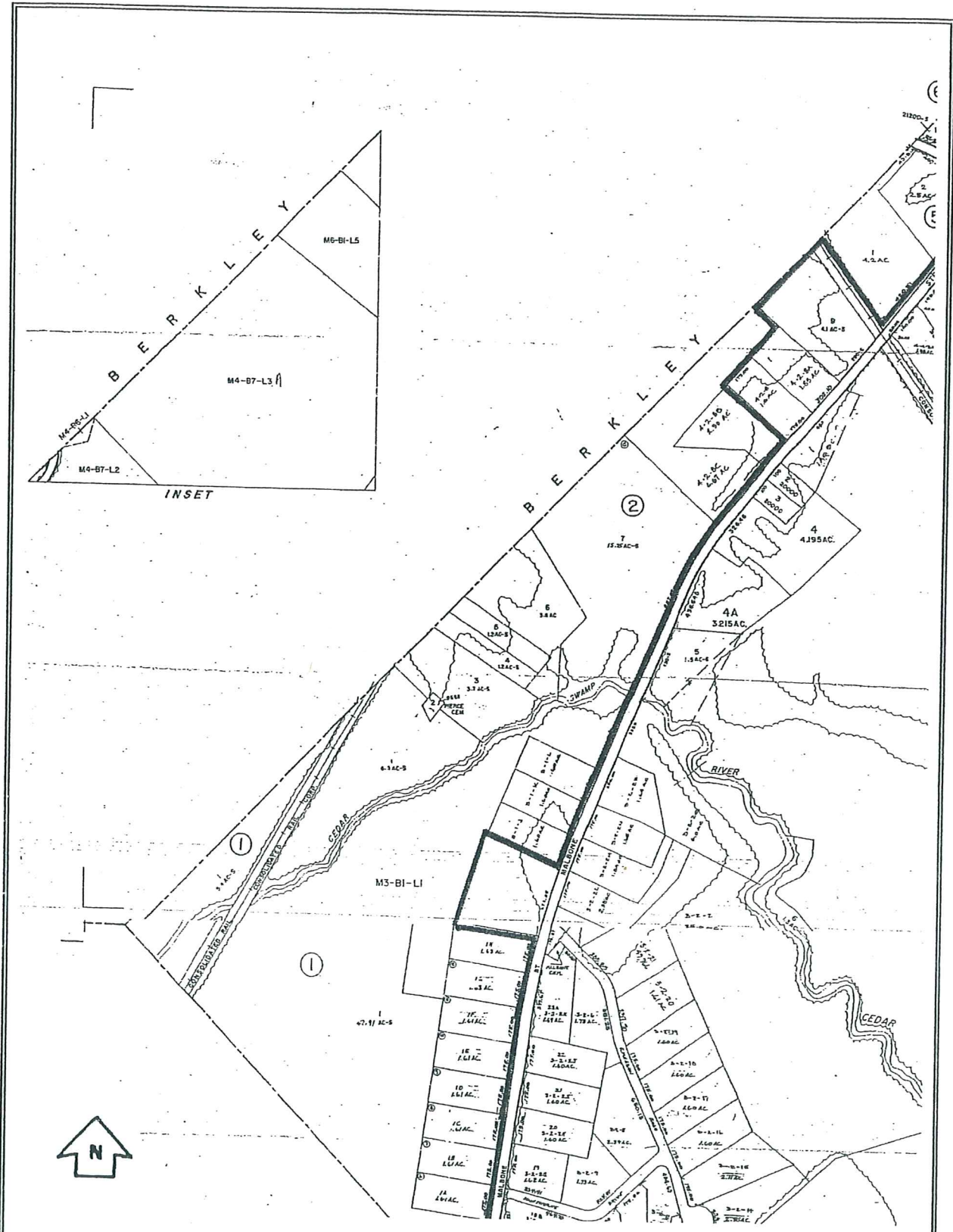
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Assonet Cedar Swamp
Section 9
Lakeville

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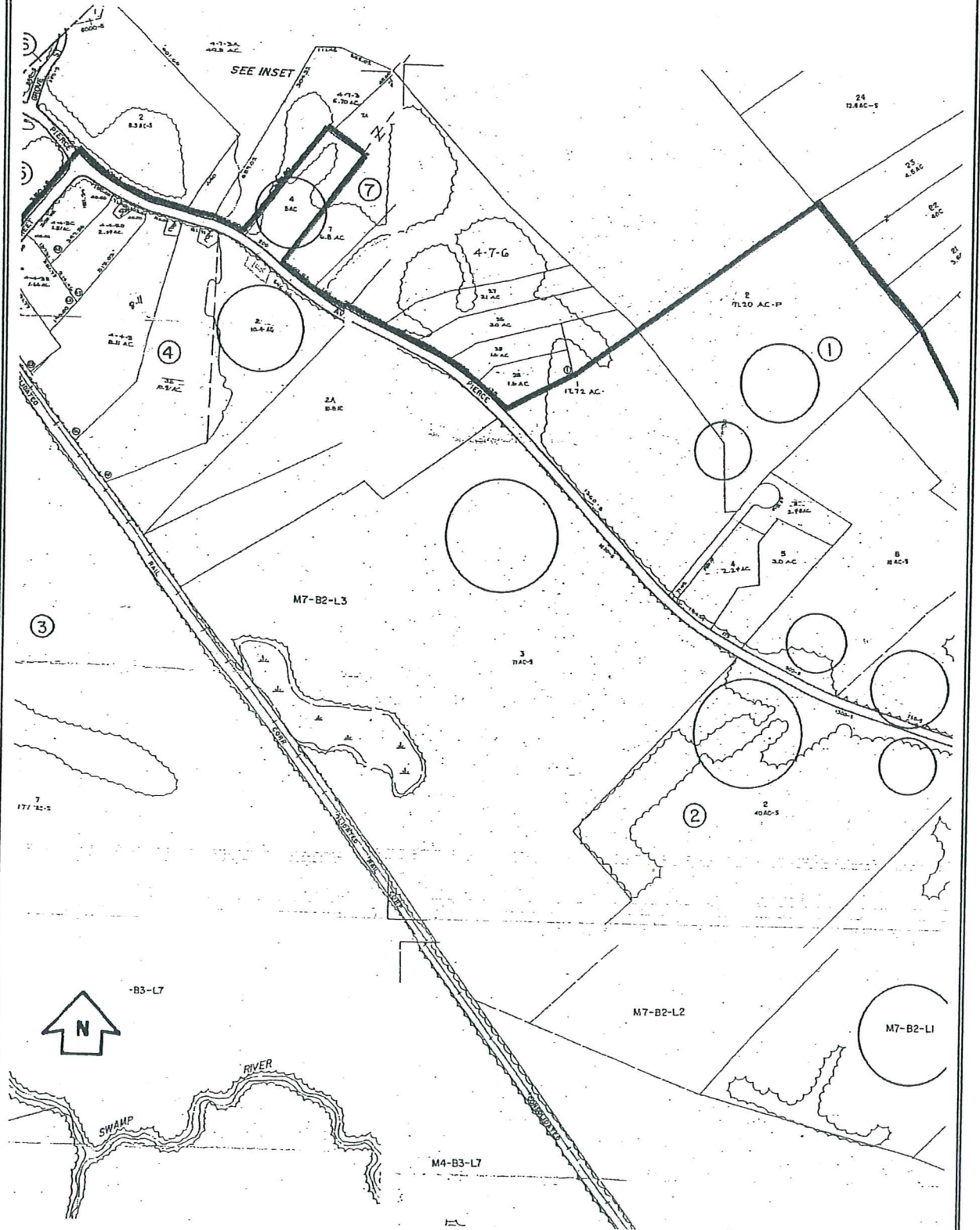


Assonet Cedar Swamp
Section 1
Lakeville

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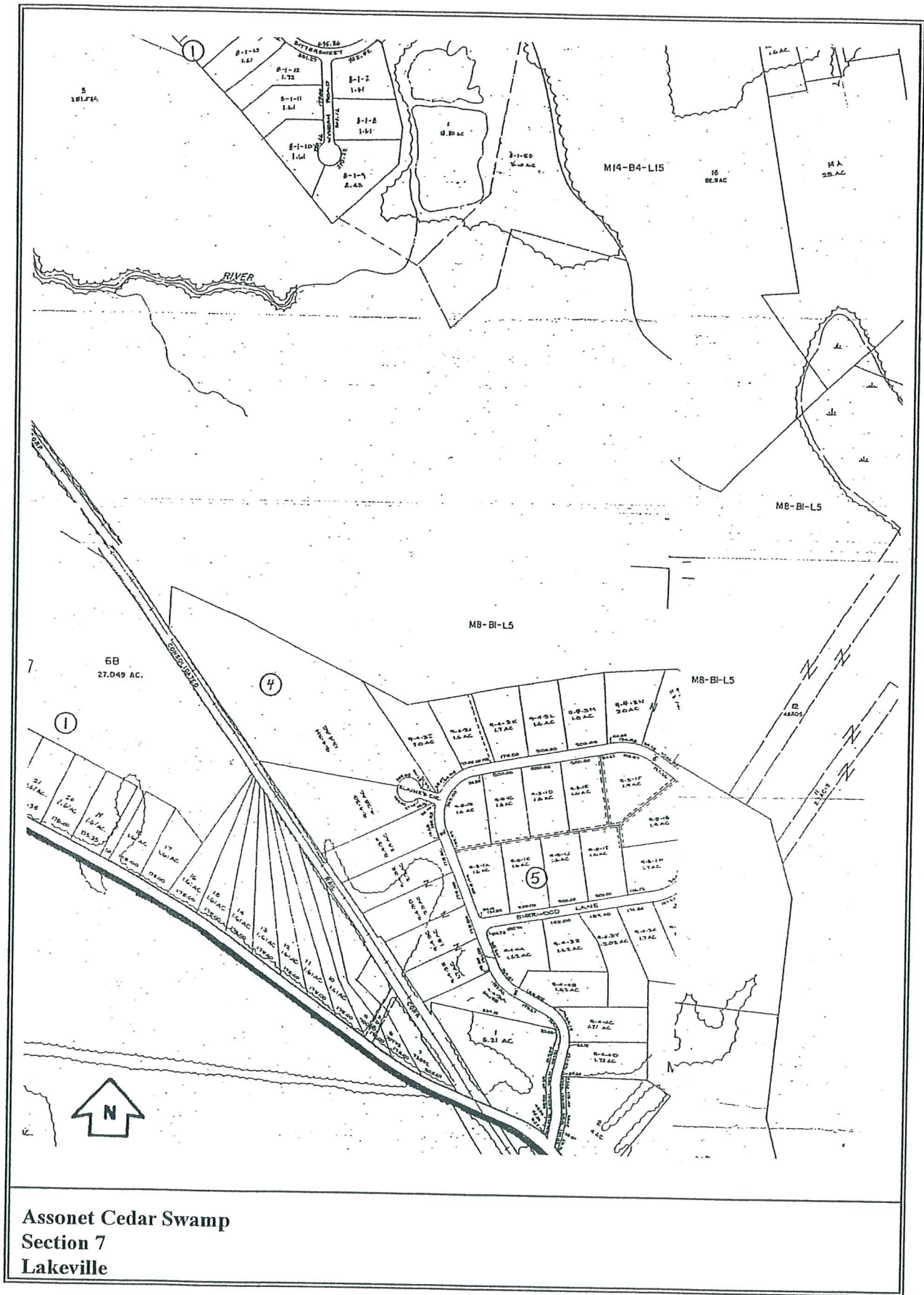
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MASS. HIST. COMM

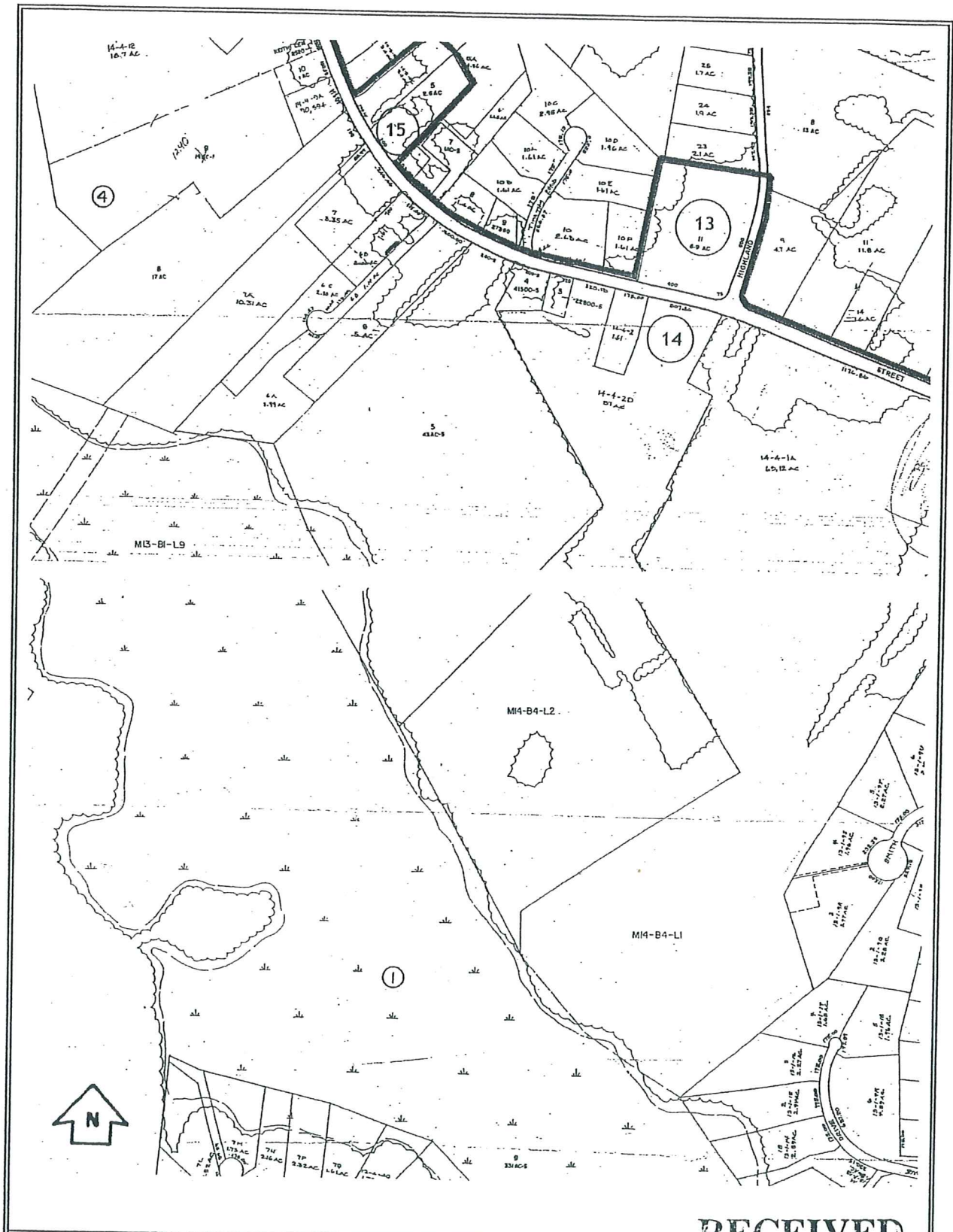


**Assonet Cedar Swamp
Section 2
Lakeville**

12 16 20 24 32 93-02
206-000 90690-917



10, 12, 16, 20, 24, 32, 96, 102,
102, 206, 207, 906, 910, 917



Assonet Cedar Swamp
Section 8
Lakeville

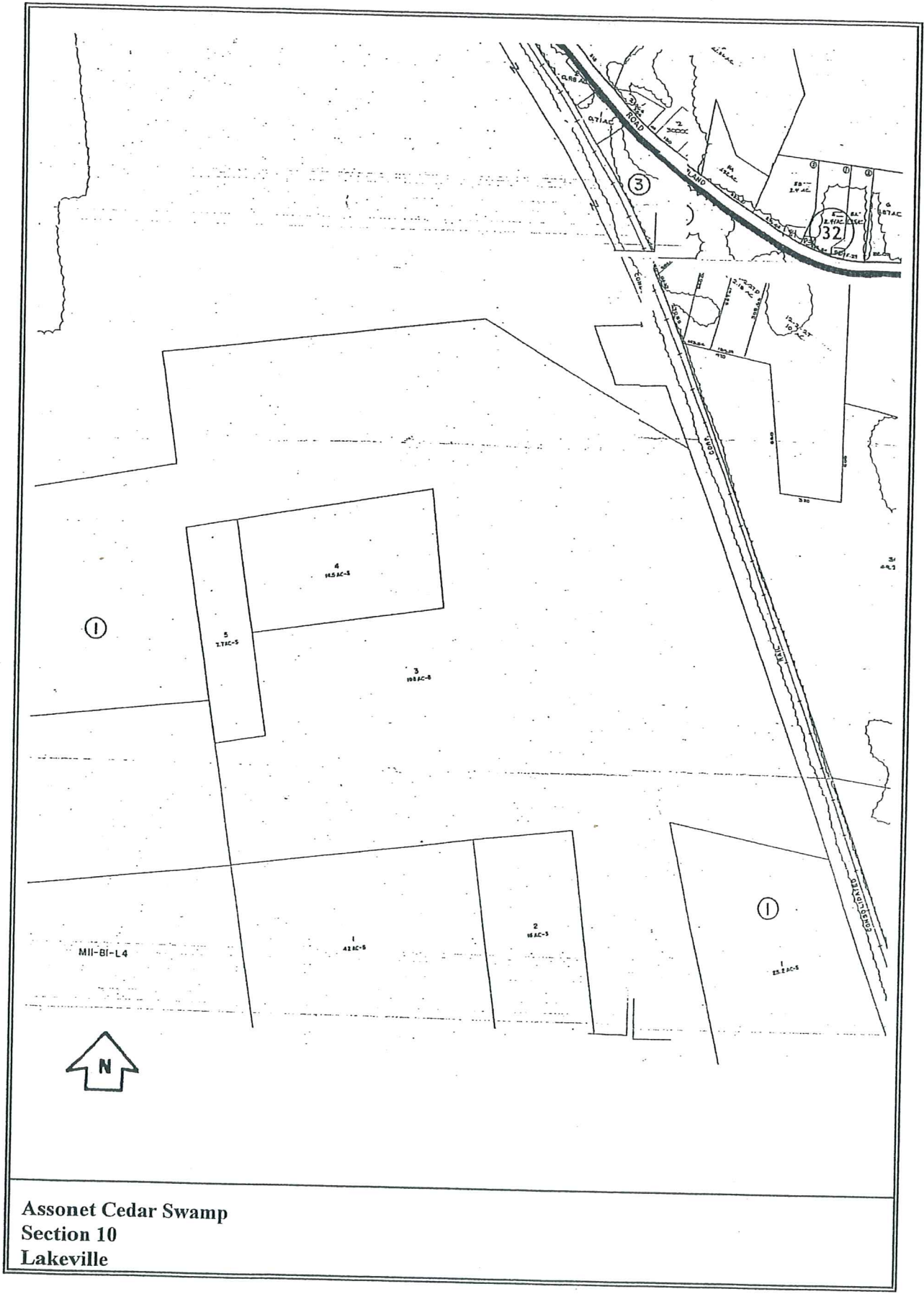
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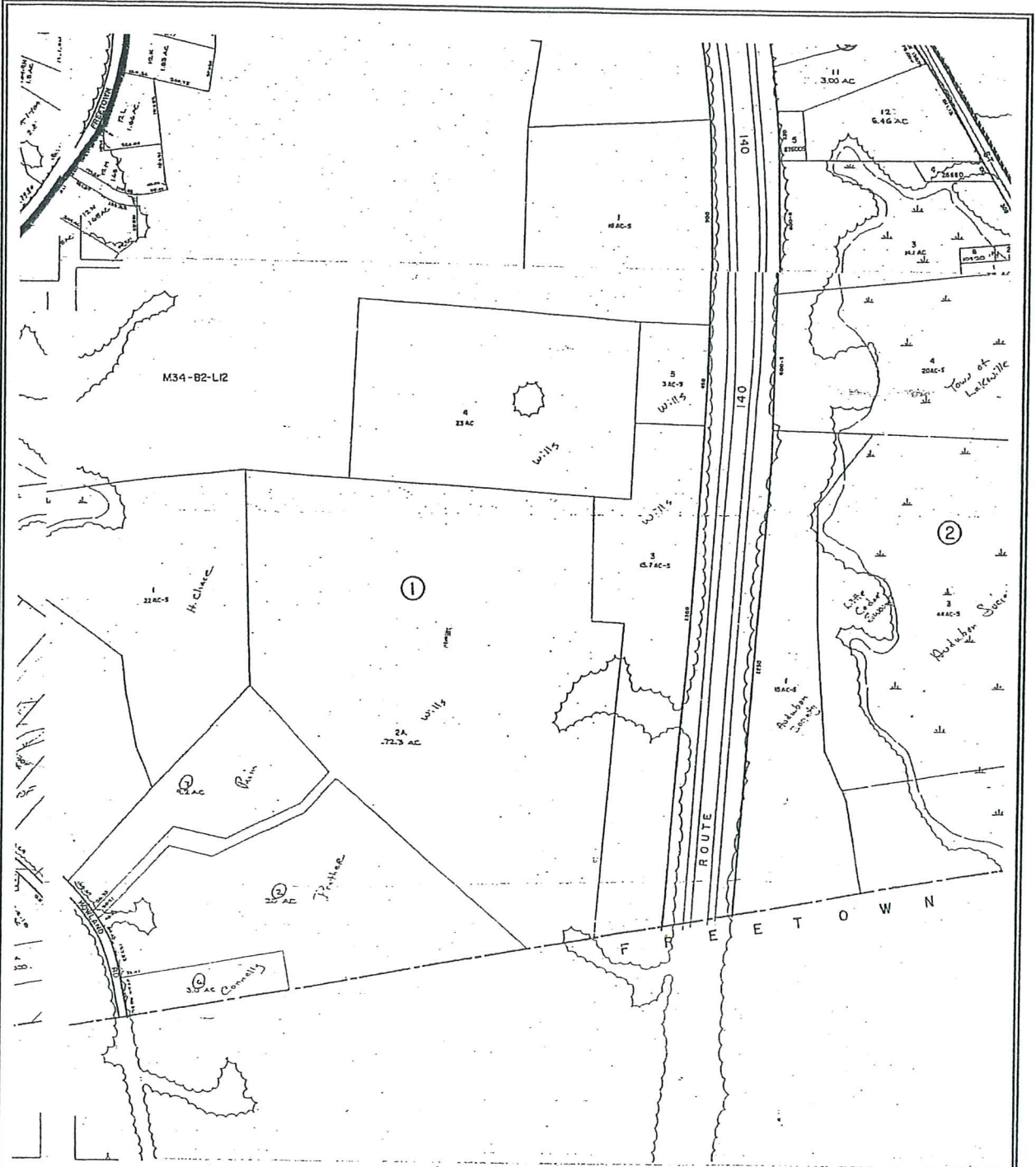
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12, 16, 20, 24, 32
502, 506, 508, 704, 900-910



12 14 20 24 32 40 48
207 106-208, 906 110-7



Assonet Cedar Swamp
Section 12
Lakeville

INVENTORY FORM CONTINUATION SHEET

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Community:
Lakeville

Property Address:
Assonet Cedar Swamp

Area(s)



Form No. 12-04 70, 81 3.
93-102 806 306-001.
706 7-0-917

List of Photographs

1. Historic path associated with Herman Pierce, Assonet Cedar Swamp
2. 22 Pierce Avenue, Assonet Cedar Swamp
3. Holloway Brook behind 22 Pierce Avenue
4. Cedar Swamp River, Assonet Cedar Swamp Wildlife Sanctuary
5. Cranberry Bog, Snake Hole Meadow, Assonet Cedar Swamp
6. 71 Pierce Avenue, Assonet Cedar Swamp
7. 71 Pierce Avenue, Assonet Cedar Swamp
8. Levi Pierce House, 22 Pierce Avenue, Assonet Cedar Swamp
9. Jirah Winslow House/Old Bull Pen, 105 Pierce Avenue, Assonet Cedar Swamp
10. 11 Mill Street, Assonet Cedar Swamp

INVENTORY FORM CONTINUATION SHEET

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Massachusetts Historical Commission
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Boston, Massachusetts 02125

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PHOTOGRAPHS



2.



3.

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INVENTORY FORM CONTINUATION SHEET

Community:
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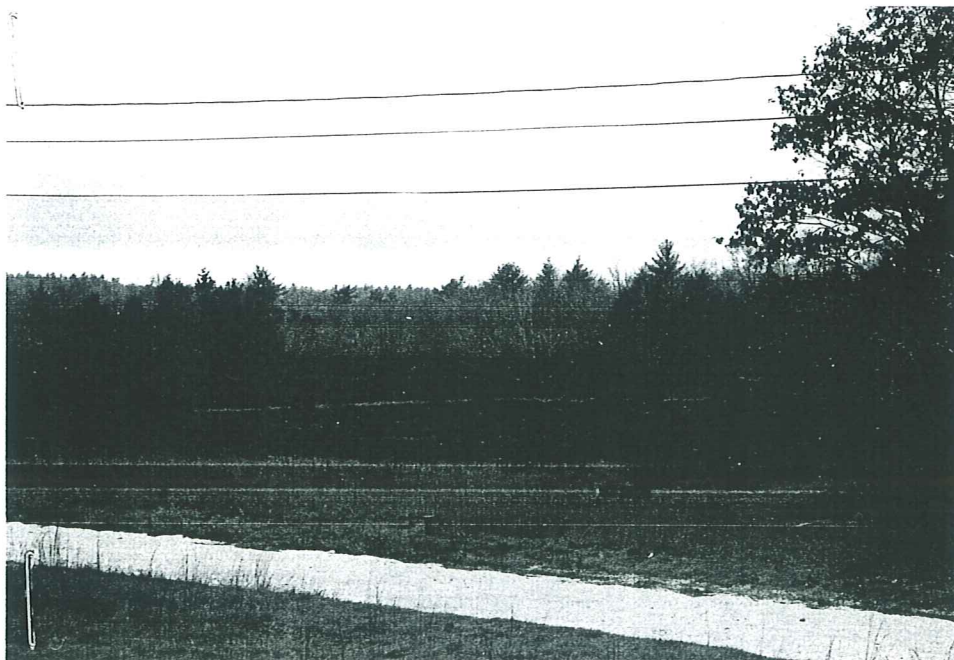
Area(s)

Form No.

PHOTOGRAPHS



4.



5.

INVENTORY FORM CONTINUATION SHEET

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Form No.

PHOTOGRAPHS



6.



7.

INVENTORY FORM CONTINUATION SHEET

Community:
Lakeville

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Assonet Cedar Swamp

**Massachusetts Historical Commission
Massachusetts Archives Facility
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Boston, Massachusetts 02125**

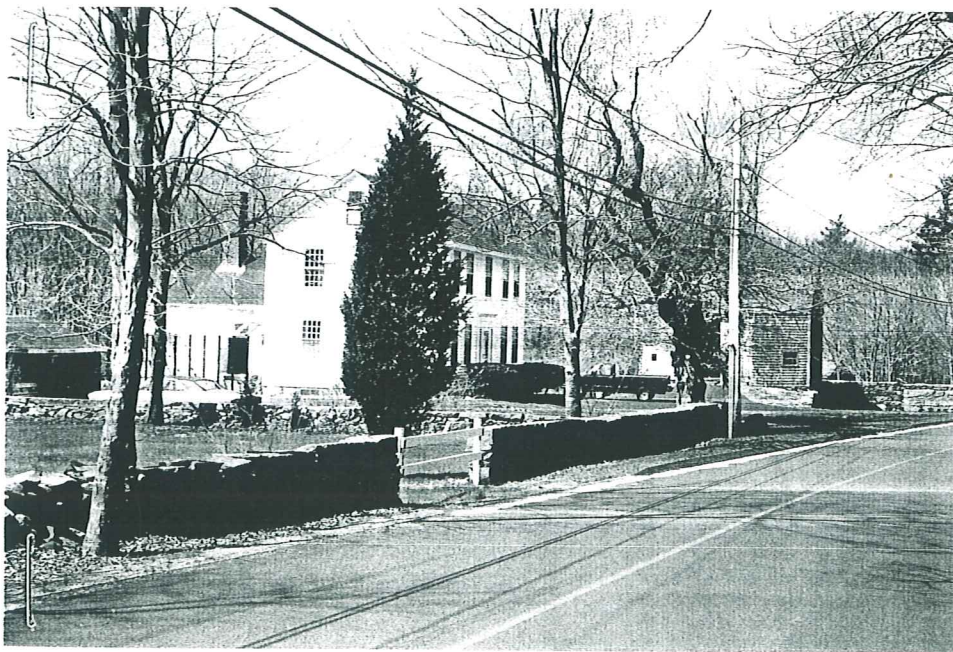
Area(s)
11

Form No.

PHOTOGRAPHS



8.



9.

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**Massachusetts Historical Commission
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PHOTOGRAPHS

1



10

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

92, 98

New Bedford
North

NBE.D,I,J,U
613

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town/City: New Bedford

Place (*neighborhood or village*):

Name of Area: Brook Street Industrial and Commercial Area

Present Use: Commercial, Industrial

Construction Dates or Period: 1900-1950

Overall Condition: Fair

Major Intrusions and Alterations: Demolition of multiple contributing industrial buildings within area.

Acreage: Approx. 25

Recorded by: J. Daly, A.Cahoon

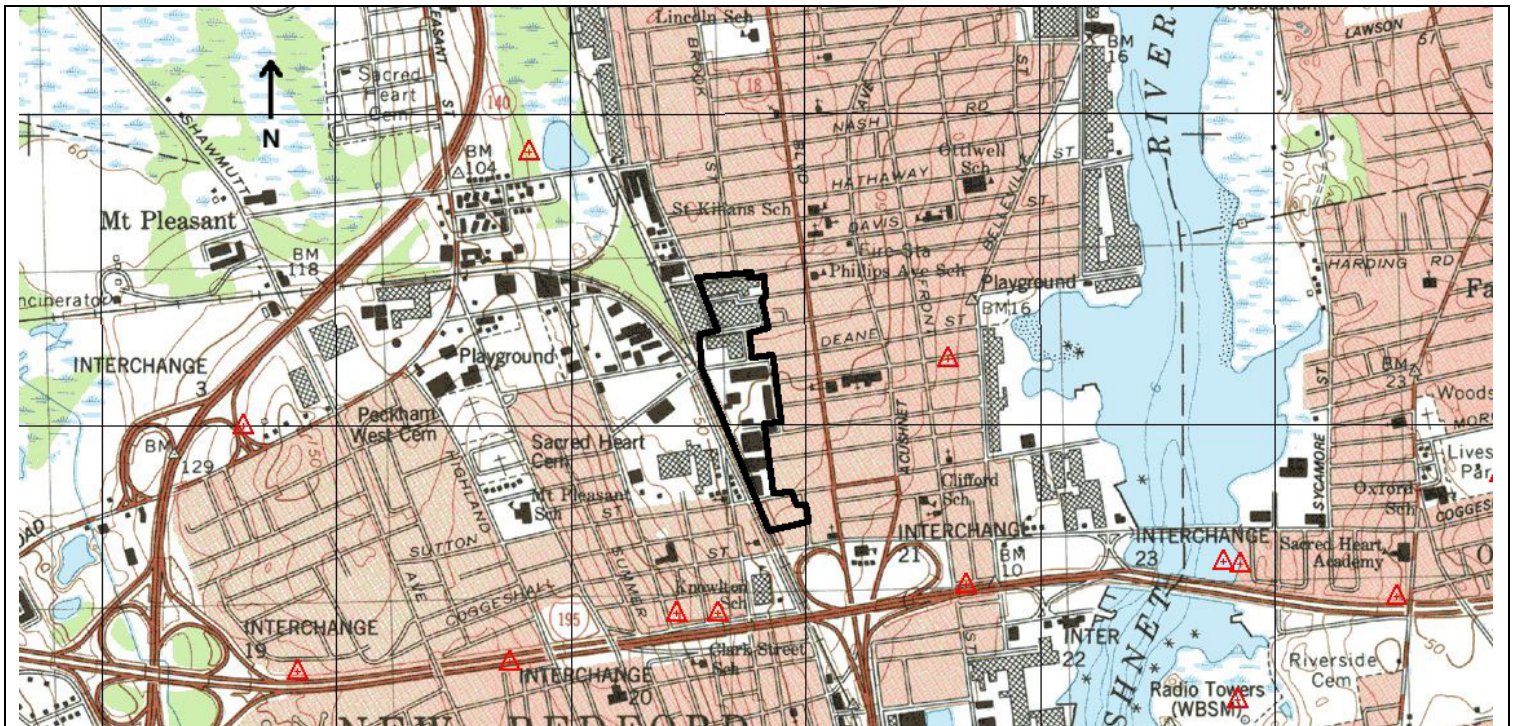
Organization: PAL

Date (*month/year*): December, 2012

Photograph



Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NEW BEDFORD

BROOK STREET INDUSTRIAL

AND COMMERCIAL AREA

Area Letter Form Nos.

NBE.D,I,J,U,613

☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Brook Street Industrial and Commercial Area is a roughly-triangular, north-south oriented corridor occupying about 21 acres of level land on the north side of New Bedford's downtown. It is approximately 0.5 miles long (north to south), 850 feet wide at its north end, and 400 feet wide at its south end. The area is bounded by residential neighborhoods of multi-unit dwellings north of Sawyer Street and east of Brook Street and defined by the raised railroad right-of-way of the New Bedford Main Line (historically the New York, New Haven & Hartford RR) to the west. The New Bedford Cotton Storage Warehouse Company (NBE.613) bounds the south end of the area, beyond which is a marginal band of commercial and residential buildings truncated by an Interstate 195 interchange ramp. The area is a grouping of large-scale textile, food production, and warehousing facilities constructed in rapid succession during the early twentieth century. While once densely built-up, multiple demolitions in the recent past have created prominent tracts of vacant land within the area and removed essential components of its historical industrial fabric. All of the resources within the area were previously surveyed in the 1970s, before the demolitions occurred, and are documented on Massachusetts Historical Commission's inventory forms, which should be consulted for additional information. Extant buildings within these properties are described from north to south, below, with references to their original inventory numbers provided.

The New Bedford Cotton Mills Corporation (NBE.J) Storehouse and Bin Room are the sole remnants of a multi-building complex that occupied an approximately 5.5-acre block between Coffin Avenue to the south and Collette Street to the north. The Weave Shed, Main Mill, and Engine House are now demolished, leaving 5.1 acres of vacant land that divide the connected Storehouse and Bin Room from the remainder of the area to the south. The Storehouse is a relatively small (140 by 84 feet), but typical example of an early twentieth-century cotton storage warehouse. The two-story building utilizes fire-resistive brick and timber mill loft construction techniques and has a shallow-pitched "flat" roof with open soffits and exposed beveled rafter tails, windowless common brick walls, and a granite foundation. Multiple truck loading bays are sheltered under an iron and sheet metal awning along the north elevation. The other elevations are blank. Openings have been cut into the northeast corner of the building for large plate glass display windows. The Bin Room is attached to the west end of the Storehouse. This one-story brick building has a rectangular 34-by-78-foot plan and faces Collette Street. Like the Storehouse, it utilized standard fire-resistive construction and is identical in style and materials to the larger building. The symmetrical, three-bay-wide street facade has a pair of large, segmental-arched, wood sash windows flanking an altered entry bay. The south elevation is blank. The west elevation, which is also blank, is a concrete block wall constructed when the attached Main Mill was demolished.

The Taber Mill (NBE.I) complex retains two of its four original buildings: the Spinning Mill and Picker House. The buildings, now conjoined by a recent full-height hyphen, occupy approximately 1.9 acres on the north and east sides of a city block between Coffin Avenue to the north and Dean Street to the south. The Spinning Mill is a typical early-twentieth century mill loft of fire-resistive brick and timber construction. The 10-bay-by-33-bay (125-by-370-foot) building has a shallow-pitched flat roof with open plank soffits and exposed beveled rafter tails. Common brick walls rise from a granite basement level and are divided into bays with piers that terminate at the roof line. Shallow corbelling overhangs the recessed bays. Window openings span the full width of the bays and have segmental arch lintels, granite sills, and replacement sash set in aluminum frame-and-panel infill. Roman-arched loading bays are now filled with window and panels. The Spinning Mill has suffered from the removal of a large proportion of its original fabric: three full-height light courts, each at least 3,000 square feet in plan, have been cut into the south elevation. The Picker House

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NEW BEDFORD

BROOK STREET INDUSTRIAL

AND COMMERCIAL AREA

Area Letter Form Nos.

--

NBE.D,I,J,U,613

duplicates the style and materials of the Spinning Mill, but lacks the open soffits at the roof line. This smaller, three-story loft is six-by-ten bays (60 by 100 feet) in plan. A connected Store House has been removed from the east side of this building. To the northwest of the existing complex, across Quansett Street, the former location of the Taber Mill Boiler House and Weave Shed is now a vacant lot.

National Spun Silk Company Oneko Mills (NBE.U) consists of three buildings occupying three contiguous parcels totaling 7.85 acres. The asphalt-paved lots take up a majority of a city block defined by the railroad right-of-way to the west, Brook Street to the east, Deane Street to the north, and Tallman Street and the Dawson's Brewery complex to the south. Three of five original buildings survive: Mill No. 3 creates a street wall on Deane Street Mill, No. 2 creates a street wall on Brook Street, and the Power House is located in the interior of the complex. Mill No. 3 is a Beaux Arts Style mill loft with a reinforced concrete, Turner-type, mushroom column frame. The five-story, five-bay-by-thirteen-bay (132-by-354-foot) structure was designed for a future expansion that would have doubled the building on its east side. This never occurred, and so the north facade is asymmetrical and the west elevation presents raw concrete framing with sheet metal and metal sash window infill (now painted). The north, east, and west elevations have typical Beaux-Arts organization and detailing utilizing brick and cast concrete in lieu of ornamental stonework. A rusticated ashlar basement level is divided from the upper floors with a belt course. Bays on the upper floors are divided by piers with concrete bases and capitals and by paneled cast concrete and brick spandrels. Bands of multi-light metal windows that duplicate the appearance of wood sash fill the bays between piers. The elevations are crowned with a heavy stepped parapet with cast concrete ornamentation dentils and crown molding. The words "National Spun Silk Co. Inc." are cast into the would-be center of the north facade. Mill No. 2 is a typical early-twentieth century mill loft of fire-resistive brick and timber construction. The four-story, 6-by-36-bay (70-by-335-foot) building has a shallow-pitched flat roof with a corbelled, dentiled cornice. Common brick walls rise from a granite basement level and are divided into bays with piers that flare at the roof line into segmental arch hoods over the bays. Window openings have segmental arch lintels, concrete sills, and replacement double-hung sash under original wood arched transom windows. An entry at the southeast corner of the building is sheltered under a wood and iron canopy and fitted with two paneled wood doors. The Power House is Beaux Arts Style brick and cast concrete building that presents a simplified version of Mill No. 3's decorative scheme. The building is organized into three blocks that create a stepped roofline. Its shallow pitched flat roofs have a raised parapet with cast concrete coping and cornices. The brick walls are penetrated at regular intervals with high window openings ornamented with cast concrete blocks the corners and holding multi-light steel sash. The basement story is faced with cast concrete replicating ashlar masonry and divided from the upper story by a belt course. A large Weave Shed and attached Blacksmith Shop, Boiling and Drying House, and Sorting House, all formerly located on the south edge of the complex, are now demolished.

Dawson's Brewery (NBE.D) Bottling Plant and Garage occupies three parcels fronting Brook Street, to the east, with the New Bedford Main Line railroad right-of-way to the west. The original Brewery has been demolished and its vacant 0.75 acre-parcel divides the Bottling Plant to the north from the Garage to the south. The Bottling Plant is an altered example of mid twentieth-century, light industrial architecture. Constructed in two phases, it is one and two stories in height and has an irregular rectangular footprint approximately 180 feet square. The west half is concrete frame, pier-and-spandrel construction with brick panels and steel industrial sash. The east half is brick on the south elevation and the remainder of the building is wrapped in a Butler-type prefabricated facade. The Garage faces Brook Street at its intersection with Sawyer Street with its rear wall in direct contact with the railroad embankment. This utilitarian brick building with steel and concrete framing is one story in height and has a trapezoidal footprint measuring 188 by 117 feet at its greatest extent. Shallow parapets ring the roof and are topped with clay tile coping. The east elevation is pierced with four concrete-framed garage doors and north and south elevations are blank. A steel slab door is set within a plain opening in the penultimate north bay of the east elevation.

The New Bedford Cotton Storage Warehouse Company – North Stores and Annex Building (NBE.613) occupies a 1.5-acre lot south of Sawyer Street. The Warehouse directly abuts the New Bedford Main Line railroad right-of-way, but its

INVENTORY FORM A CONTINUATION SHEET

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NEW BEDFORD

BROOK STREET INDUSTRIAL

AND COMMERCIAL AREA

Area Letter Form Nos.

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covered freight platform adjoining the tracks has been removed. This building is an outsized example of a typical early twentieth-century storehouse executed in fire-resistive mill loft-type construction. The six-story structure towers over neighboring buildings and is 10 bays wide (108 feet) and 30 bays (373 feet) long. Its shallow-pitched “flat” roof has a low brick parapet and a prominent four-story stair tower. The brick walls are divided into bays on the north and west elevations with shallow projecting piers. A majority of the small, segmental arch widow openings retain their wood six-light sash. There are no windows on the west and south elevations. The east elevation has a row of segmental arch windows in the ground floor for the office, where the primary personnel entry is set into a deep, unornamented brick surround. Loading bays extending the full height of the building on the north elevation and retain most of their two-leaf wood panel doors divided by cast concrete sills and lintels. The Warehouse is divided transversely via brick firewalls into seven different storage areas. The Annex, located to the north of the Warehouse, is a one-story structure with a rectangular plan measuring 82 by 164 feet. It has a shallow-pitched shed roof with plank fascia boards and a projecting shingled tower at the southwest corner (the former connection point of a pedestrian bridge to the North Stores). The rusticated concrete block walls are blank on the west and east elevations, excepting a newly-cut garage bay on the west. The north elevation has two vehicle doors and a grouping of two windows and a personnel door at its east end. These openings have concrete surrounds and are now filled with panels. The Annex is divided into two storage areas by a firebreak wall.

HISTORICAL NARRATIVE

The Brook Street Industrial and Commercial Area developed ca. 1905 to ca. 1925 as part of the greater growth and industrial expansion of New Bedford in the early twentieth century. The area is primarily associated with the city’s textile manufacturing base, which had emerged as an important driver of the city’s economy beginning in the late nineteenth century following the collapse of the whaling industry. Geographically, this industrial expansion primarily occurred in two corridors – the port district along the Acushnet River and along the historical New York, New Haven, and Hartford Railroad line (now) in the north central part of the city, where the Brook Street Industrial Corridor is located.

Industrial development of the previously vacant area began in 1883 with the establishment of the Oneko Mills woolen mill (redeveloped as the National Spun Silk Company - see below) (Pease and Hough 1889:170). Dawson’s Brewery (NBE.D, see related form) established its beer brewery (now demolished) in 1899 on Brook Street and enlarged the facility ca. 1910 with the construction of the eastern half of the current Bottling Plant as a storage building and ice plant. This was approximately doubled in size to its current dimensions in 1946 to create the extant Bottling Plant. In 1947, the existing Garage was added at the south end of the complex. The brewery closed sometime after 1970 following several changes of ownership and name. At an unknown date, the original brewery was demolished and the Bottling Plant altered with the existing prefabricated enclosures. The Garage is now used by a towing and repair company (Everts & Richards 1895; Healey 1978; Sanborn Map Co. 1906, 1924, 1950; Walker Lithograph and Publishing Co. 1911).

Following Dawson’s Brewery was the Taber Mill (NBE.I, see related form), incorporated 1906 by Frederic Taber, with surviving components of the complex constructed in 1907. This fully-integrated silk and cotton cloth mill was once approximately double its current size and has suffered from extensive demolition. A Store House was attached to the existing Picker House, fronting Dean Street. To the northeast and across Coffin Avenue from the Spinning Mill was a massive weave shed with an attached Boiler House and Machine Shop. Taber Mill employed 1,200 hands who operated 120 carding machines and 3,000 looms producing novelty fabrics. The collapse of the cotton textile market resulted in the company’s bankruptcy and ultimate closure in 1936. The mill complex was auctioned and subsequently occupied by various light manufacturing and warehousing concerns. By 1997, the weave shed had been demolished and the remaining Spinning Mill and Picker House have been redeveloped into residences, with the Spining Mill being heavily altered in the process (HistoricAerials.com 2009; Sanborn Map Co. 1906, 1924, 1950; Stone 1930:206; Shields 1977a; Walker Lithograph and Publishing Co. 1911).

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The New Bedford Cotton Storage Warehouse Company constructed its North Stores Warehouse (NBE.613, see related form) facility ca. 1910 alongside the tracks of the New York, New Haven & Hartford Railroad and, by 1924, had expanded it with the Annex Building for paper and twine storage. The company was established in 1910 and its leadership included textile industrialists within the city. It pioneered the public warehousing business in New Bedford and led the city in cotton warehousing. The North Stores Warehouse was one of three built by the company in New Bedford that provided a combined floor space area of 660,000 square feet; the other two being the Terminal Stores near the city center, and the Union Stores, at the north end of the city. The warehouse was used particularly for cotton products, although it also housed some household and paper goods. Such facilities provided an essential service for the textile trade by supplying ancillary storage space for mills. They also lent fluidity and increased profitability to the cotton goods market by allowing producers and traders to hold raw materials and/or finished goods and exchange them at optimum market conditions (Sanborn Map Co. 1906, 1924, 1950; Shields 1977b; Stone 1930:197-199; 217-218).

The National Spun Silk Company Mill (NBE.U) was constructed between 1918 and 1920, after silk manufacturer Klots Throwing Company established the firm as an independent offshoot in 1916 to take advantage of the emergent national defense-related market for spun silk products. The company purchased the Oneko Woolen Mills complex and completely redeveloped the site to build the existing Mill Nos. 2 and 3 and Power House; as well as the now-demolished Mill No. 1 (a weave shed) and connected Blacksmith Shop, Boiling and Drying House, and Sorting House (all three now demolished). Spun silk is a specialty product manufactured from waste remaining from the manufacture of higher-quality "thrown" silk yarns made from the raw silk of silkworms' cocoons. Before 1914, few American companies engaged in silk spinning, as it was a more difficult and technically demanding product with limited market potential and a high level of competition from manufacturers in Europe and Asia. Trade disturbances resulting from World War I, combined with new defense-related markets for silk products, resulted in the development of an American spun silk manufacturing industry. The majority of the project was used in cloth powder bags for large guns. The National Spun Silk Company mill was one only seven in the country (and one of two in Massachusetts) manufacturing spun silk and, during its early years, over 90 percent of its product was sold to the government. As of 1930, the National Spun Silk Co. employed 2,500 operatives who operated 42,000 spindles and 186 looms. Its success was short-lived however. By 1950 the company had vacated its premises, which were subsequently (and currently) occupied by a variety of light industrial and manufacturing concerns. National Spun Silk Co. was one of the last and largest of the silk companies to be founded in New Bedford, whose silk industry was not established until after 1900. Beyond specialized products like that of the National Spun Silk Co., New Bedford silk companies manufactured broad silks and mixed silk and cotton fabrics for fine clothing. By 1930, New Bedford hosted at least five major silk manufactures employing several thousand hands (Sanborn Map Co. 1924, 1950; Shields 1977c; Stone 1930:214-215; Walker Lithograph and Publishing Co. 1911; United States Tariff Commission 1918:21, 61, 69-72).

Last to establish itself in the Brook Street Industrial Area was the New Bedford Cotton Mills Corporation (NBE.J), which, ca. 1910, constructed a large, integrated cotton mill complex. The facility, which included the extant Storehouse and Bin Room, occupied the entire city block between Oneko Lane to the east and Church Street to the west. The company was incorporated in 1909 for the manufacture of fine cotton goods. In 1928 it merged with other mills in New Bedford and North Adams to form the Associated Textile Companies trust, which was perhaps the largest singled fine cotton goods organization in the country. The complex was used for its original purpose until the 1950s, when its ownership was broken up amongst various manufacturing concerns, not all textile-related. Sometime after 1997, the weave shed, main mill, and power house, and office within the complex were all demolished, leaving only the attached Storehouse and Bin Room at the northeast corner of the parcel. These are now used as a thrift shop (HistoricAerials.com 2009; Sanborn Map Co. 1906, 1924, 1950; Stone 1930:203-204; Shields 1977d; Walker Lithograph and Publishing Co. 1911).

The Brook Street Industrial and Commercial Area is recommended not eligible for listing in the National Register. The demolition of critical historical components of several complexes (New Bedford Cotton Mills, Taber Mills, and Dawson's Brewery) has created large vacant lots within the area that have severely compromised its integrity. Two properties,

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AND COMMERCIAL AREA

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National Spun Silk Company's Oneko Mills (NBE.U) and the New Bedford Cotton Storage Company – North Stores (NBE.613) were found to have significance and integrity sufficient to render them eligible for listing in the National Register individually. Updated MHC Building and Area forms and Criteria Statement Forms have been prepared for these two properties.

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1977c National Spun Silk Mill (NBE.U). MHC Form A – Area Form. On file, Massachusetts Historical Commission, Boston, MA.

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INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
 220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NEW BEDFORD BROOK STREET INDUSTRIAL
 AND COMMERCIAL AREA

Area Letter Form Nos.
 NBE.D,I,J,U,613

Walker Lithograph & Publishing Company
 1911 *Map of the City of New Bedford, Mass.* Walker Lithograph & Publishing Company, Boston, MA

AREA DATA SHEET

MHC Number	Assessor's Map/Plat/Lot Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
NBE.J	98-263	New Bedford Cotton Mills - Storehouse and Bin House	306 Collette St.	Ca. 1910	Vernacular industrial loft		C
NBE.J	98-261	Demolished / Vacant	-	-	-		NC
NBE.J	98-262	Demolished / Vacant	-	-	-		NC
NBE.J	98-264	Demolished / Vacant	-	-	-		NC
NBE.J	98-3	Demolished / Vacant	-	-	-		NC
NBE.I	98-253	Taber Mill Spinning Mill	211 Dean St.	1907	Vernacular industrial loft		C
NBE.I	98-252	Demolished / Vacant	-	-	-		NC
NBE.I	98-53	Taber Mill Picker House	211 Dean St.	1907	Vernacular industrial loft		C
NBE.U	98-254	National Spun Silk Company Onoko Mills Mill No.3	83 Brook St.	1920	Beaux Arts		RNRE
NBE.U	98-255	National Spun Silk Company Onoko Mills Mill No. 2	79 Brook St.	1918	Vernacular industrial loft		RNRE
NBE.U	98-128	National Spun Silk Company Onoko Mills Power House	37-73 Brook St.	1920	Beaux Arts		RNRE
NBE.D	92-305	Dawson's Brewery Bottling Plant	39-49 Brook St.	Ca. 1910 / 1946	Vernacular industrial		C
NBE.D	92-148	Demolished / Vacant	-	-	-		NC
NBE.D	92-25	Dawson's Brewery Garage	11-13 Brook St.	1947	Vernacular industrial		C
NBE.613	92-45	New Bedford Cotton Storage Warehouse Company North Stores and Annex Building	19 Jean St.	Ca. 1910 / ca.1920	Vernacular industrial loft		RNRE

RNRE Property is recommended individually eligible for National Register listing, PAL 2013.
 C Contributing property to the area
 NC Non-contributing property to the area

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NEW BEDFORD BROOK STREET INDUSTRIAL
AND COMMERCIAL AREA

Area Letter Form Nos.

NBE.D,I,J,U,613



Taber Mill Spinning Mill and Picker House (NBE.I).



National Spun Silk Company Oneko Mills Mill No.3 (NBE.U).

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NEW BEDFORD BROOK STREET INDUSTRIAL
AND COMMERCIAL AREA

Area Letter Form Nos.

 NBE.D,I,J,U,613



National Spun Silk Company Oneko Mills Power House (NBE.U).



National Spun Silk Company Oneko Mills Mill No. 2 (NBE.U).

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NEW BEDFORD BROOK STREET INDUSTRIAL
AND COMMERCIAL AREA

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NBE.D,I,J,U,613



Dawson's Brewery Bottling Plant (NBE.D).



Dawson's Brewery Garage (NBE.D).

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NEW BEDFORD

BROOK STREET INDUSTRIAL
AND COMMERCIAL AREA

Area Letter Form Nos.

NBE.D,I,J,U,613



New Bedford Cotton Storage Warehouse Company North Stores and Annex Building (NBE.613).

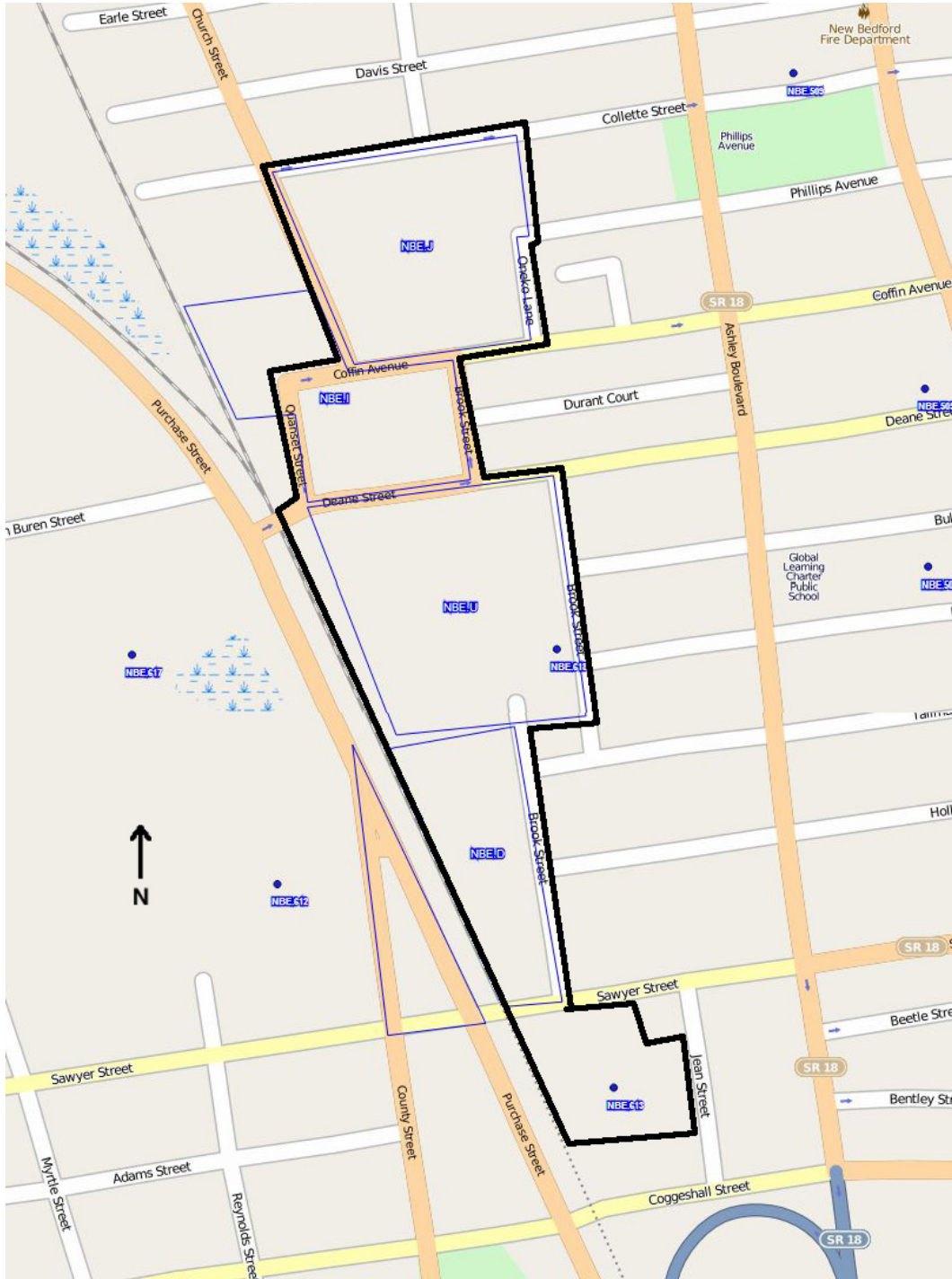
INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NEW BEDFORD BROOK STREET INDUSTRIAL
AND COMMERCIAL AREA

Area Letter Form Nos.

 NBE.D,I,J,U,613

AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary

*not to scale

Information from MACRIS
Maps 2.0 Beta

<http://maps.mhc-macris.net>

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

98

New Bedford
North

NBE.U

-

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: New Bedford

Place (*neighborhood or village*):

Name of Area: National Spun Silk Co. – Oneko Mills

Present Use: Industrial

Construction Dates or Period: 1918-1920

Overall Condition: Fair

Major Intrusions and Alterations: Demolition of Mill No. 1, Boiling and Drying House, and Sorting House

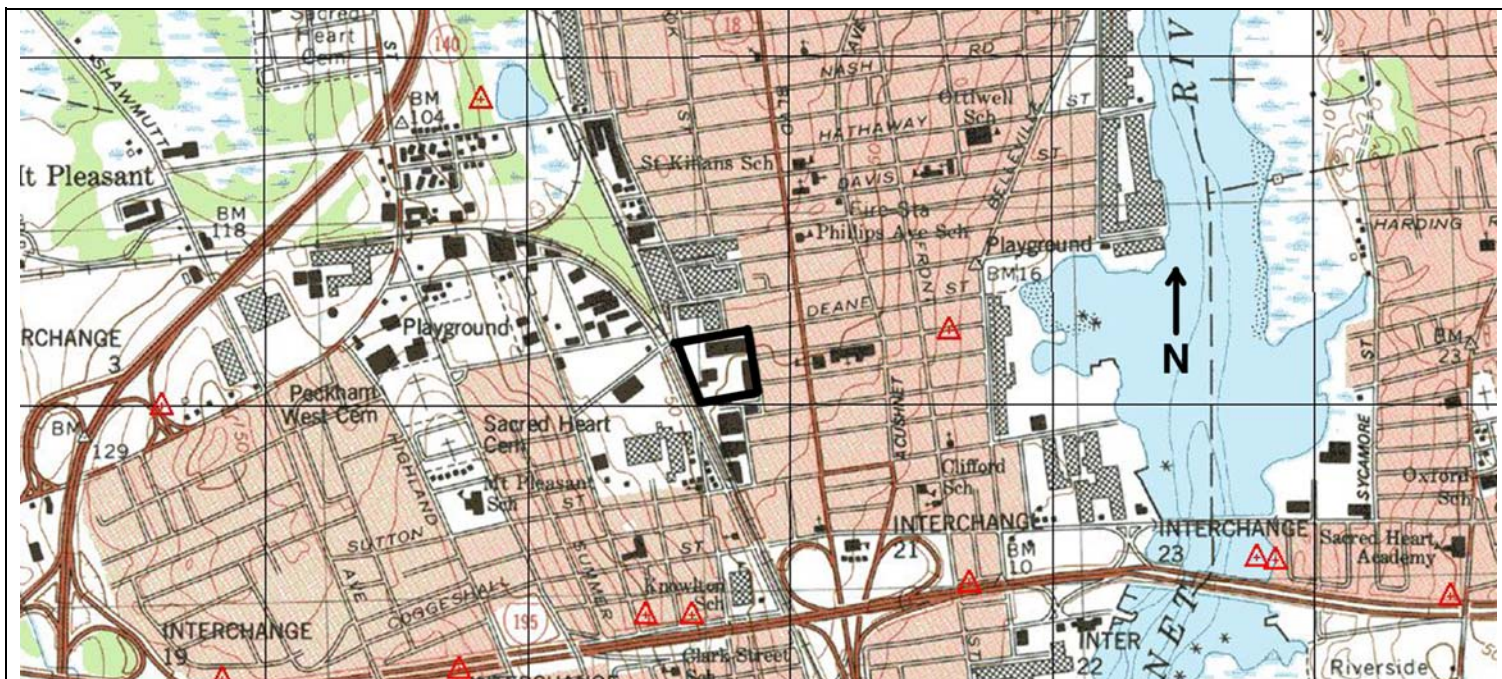
Acreage: Approx 6

Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

NATIONAL SPUN SILK CO.-
ONEKO MILLS

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.U

See data sheet

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.*

ARCHITECTURAL DESCRIPTION

National Spun Silk Company Oneko Mills (NBE.U) consists of three buildings occupying three contiguous parcels totaling 7.85 acres. The asphalt-paved lots take up a majority of a city block defined by the railroad right-of-way to the west, Brook Street to the east, Deane Street to the north, and Tallman Street and the Dawson's Brewery complex to the south.

Three of five original buildings survive: Mill No. 3 creates a street wall on Deane Street Mill, No. 2 creates a street wall on Brook Street, and the Power House is located in the interior of the complex. Mill No. 3 is a Beaux Arts Style mill loft with a reinforced concrete, Turner-type, mushroom column frame. The five-story, five-bay-by-thirteen-bay (132-by-354-foot) structure was designed for a future expansion that would have doubled the building on its east side. This never occurred, and so the north facade is asymmetrical and the west elevation presents raw concrete framing with sheet metal and metal sash window infill (now painted). The north, east, and west elevations have typical Beaux-Arts organization and detailing utilizing brick and cast concrete in lieu of ornamental stonework. A rusticated ashlar basement level is divided from the upper floors with a belt course. Bays on the upper floors are divided by piers with concrete bases and capitals and by paneled cast concrete and brick spandrels. Bands of multi-light metal windows that duplicate the appearance of wood sash fill the bays between piers. The elevations are crowned with a heavy stepped parapet with cast concrete ornamentation dentils and crown molding. The words "National Spun Silk Co. Inc." are cast into the would-be center of the north facade. Mill No. 2 is a typical early-twentieth century mill loft of fire-resistive brick and timber construction. The four-story, 6-by-36-bay (70-by-335-foot) building has a shallow-pitched flat roof with a corbelled, dentiled cornice. Common brick walls rise from a granite basement level and are divided into bays with piers that flare at the roof line into segmental arch hoods over the bays. Window openings have segmental arch lintels, concrete sills, and replacement double-hung sash under original wood arched transom windows. An entry at the southeast corner of the building is sheltered under a wood and iron canopy and fitted with two paneled wood doors. The Power House is Beaux Arts Style brick and cast concrete building that presents a simplified version of Mill No. 3's decorative scheme. The building is organized into three blocks that create a stepped roofline. Its shallow pitched flat roofs have a raised parapet with cast concrete coping and cornices. The brick walls are penetrated at regular intervals with high window openings ornamented with cast concrete blocks the corners and holding multi-light steel sash. The basement story is faced with cast concrete replicating ashlar masonry and divided from the upper story by a belt course. A large Weave Shed and attached Blacksmith Shop, Boiling and Drying House, and Sorting House, all formerly located on the south edge of the complex, are now demolished.

HISTORICAL NARRATIVE

The National Spun Silk Company Mill (NBE.U) was constructed between 1918 and 1920, after silk manufacturer Klots Throwing Company established the firm as an independent offshoot in 1916 to take advantage of the emergent national defense-related market for spun silk products. The company purchased the Oneko Woolen Mills complex and completely redeveloped the site to build the existing Mill Nos. 2 and 3 and Power House; as well as the now-demolished Mill No. 1 (a weave shed) and connected Blacksmith Shop, Boiling and Drying House, and Sorting House (all three now demolished). Spun silk is a specialty product manufactured from waste remaining from the manufacture of higher-quality "thrown" silk yarns made from the raw silk of silkworms' cocoons. Before 1914, few American companies engaged in silk spinning, as

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

NATIONAL SPUN SILK CO.-
ONEKO MILLS

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.U

See data sheet

it was a more difficult and technically demanding product with limited market potential and a high level of competition from manufacturers in Europe and Asia. Trade disturbances resulting from World War I, combined with new defense-related markets for silk products, resulted in the development of an American spun silk manufacturing industry. The majority of the project was used in cloth powder bags for large guns. The National Spun Silk Company mill was one only seven in the country (and one of two in Massachusetts) manufacturing spun silk and, during its early years, over 90 percent of its product was sold to the government. As of 1930, the National Spun Silk Co. employed 2,500 operatives who operated 42,000 spindles and 186 looms. Its success was short-lived however. By 1950 the company had vacated its premises, which were subsequently (and currently) occupied by a variety of light industrial and manufacturing concerns. National Spun Silk Co. was one of the last and largest of the silk companies to be founded in New Bedford, whose silk industry was not established until after 1900. Beyond specialized products like that of the National Spun Silk Co., New Bedford silk companies manufactured broad silks and mixed silk and cotton fabrics for fine clothing. By 1930, New Bedford hosted at least five major silk manufactures employing several thousand hands (Sanborn Map Co. 1924, 1950; Shields 1977; Stone 1930:214-215; United States Tariff Commission 1918:21, 61, 69-72; Walker Lithograph and Publishing Co. 1911)

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1977c National Spun Silk Mill (NBE.U). MHC Form A – Area Form. On file, Massachusetts Historical Commission, Boston, MA.

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United States Tariff Commission

1918 *Silk and Manufactures of Silk*. Tariff Information Series – No. 3. Government Printing Office, Washington, DC.

Walker Lithograph & Publishing Company

1911 *Map of the City of New Bedford, Mass.* Walker Lithograph & Publishing Company, Boston, MA.

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

NATIONAL SPUN SILK CO.-
ONEKO MILLS

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.U

See data sheet

AREA DATA SHEET

MHC Number	Assessor's Map/Plat/Lot Number	Property Name	Address	Const. Date	Style/Form	Photo No.	National Register Status
NBE.U	98-254	National Spun Silk Company Oneko Mills Mill No.3	83 Brook St.	1920	Beaux Arts	2,3,4	RE
NBE.U	98-255	National Spun Silk Company Oneko Mills Mill No. 2	79 Brook St.	1918	Vernacular industrial loft	5	RE
NBE.U	98-128	National Spun Silk Company Oneko Mills Power House	37-73 Brook St.	1920	Beaux Arts	6	RE

NE

Not Eligible

RE

Recommended Eligible

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

NATIONAL SPUN SILK CO.-
ONEKO MILLS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

NBE.U

See data sheet



National Spun Silk Company Oneko Mills Mill No.3.



Rear elevation of National Spun Silk Company Oneko Mills Mill No.3.

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

NATIONAL SPUN SILK CO.-
ONEKO MILLS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

NBE.U

See data sheet



Facade detail of National Spun Silk Company Oneko Mills Mill No.3.



National Spun Silk Company Oneko Mills Mill No. 2.

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

NATIONAL SPUN SILK CO.-
ONEKO MILLS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

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National Spun Silk Company Oneko Mills Power House.

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

NATIONAL SPUN SILK CO.-
ONEKO MILLS

MASSACHUSETTS HISTORICAL COMMISSION

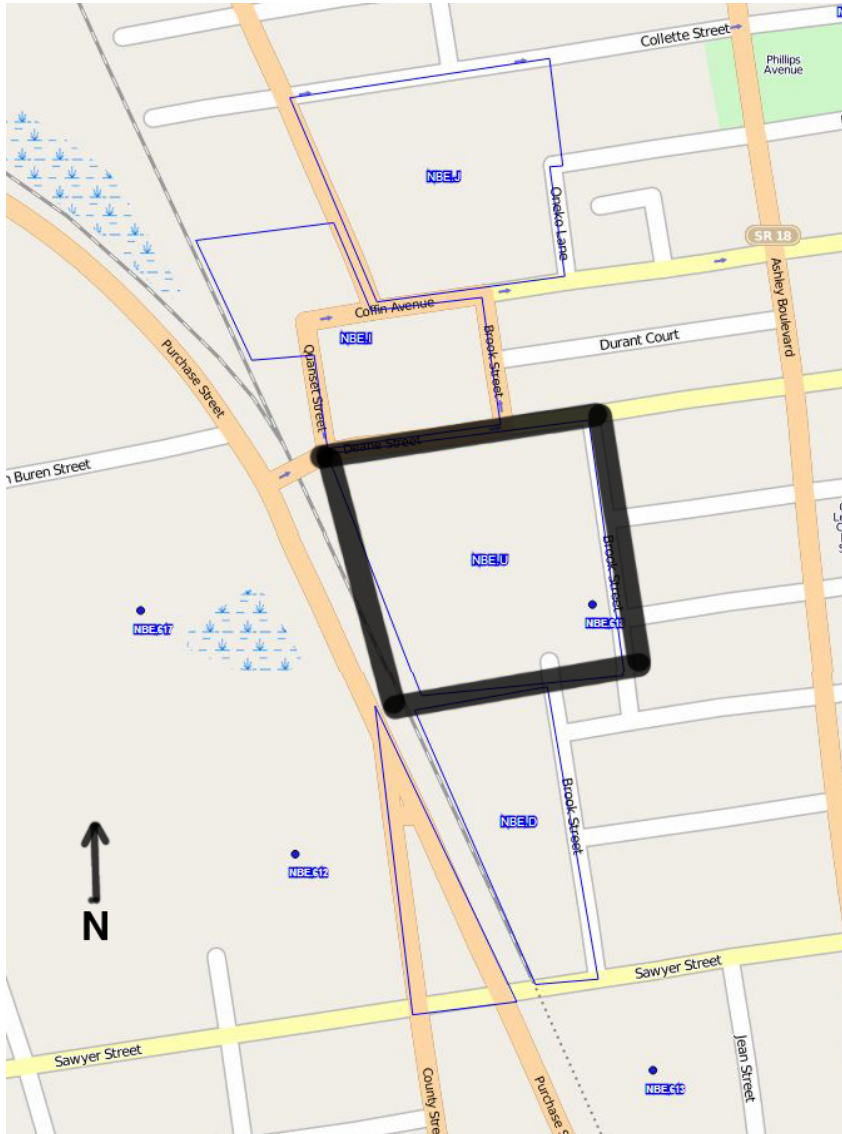
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

NBE.U

See data sheet

Map of MHC Inventoried Properties



- State Register Listed
- National Register Listed
- = area boundary

Information from MACRIS Maps 2.0 Beta. <http://maps.mhc-macris.net>

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

NATIONAL SPUN SILK CO.-
ONEKO MILLS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

NBE.U

See data sheet

National Register of Historic Places Criteria Statement Form

Check all that apply:

☐ Individually eligible ☐ Eligible **only** in a historic district

☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by John J. Daly, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The National Spun Silk Company Oneko Mills is eligible for listing in the National Register under Criterion A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex has important associations with the development of New Bedford's silk industry, a significant component of the city's larger textile economy. Under Criterion C, the complex is significant for its architecturally-distinguished Neo-Classical architecture and for its examples of early twentieth century brick and concrete mill loft construction.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

	Taunton		
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MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town/City: Raynham

Place (*neighborhood or village*): Gilmoretown

Photograph



Name of Area: Carver Street Area

Present Use: Residential

Construction Dates or Period: Ca. 1850 - 1944

Overall Condition: Good

Major Intrusions and Alterations: There have been no major changes in the area. Some buildings have been modified, as discussed in the narrative.

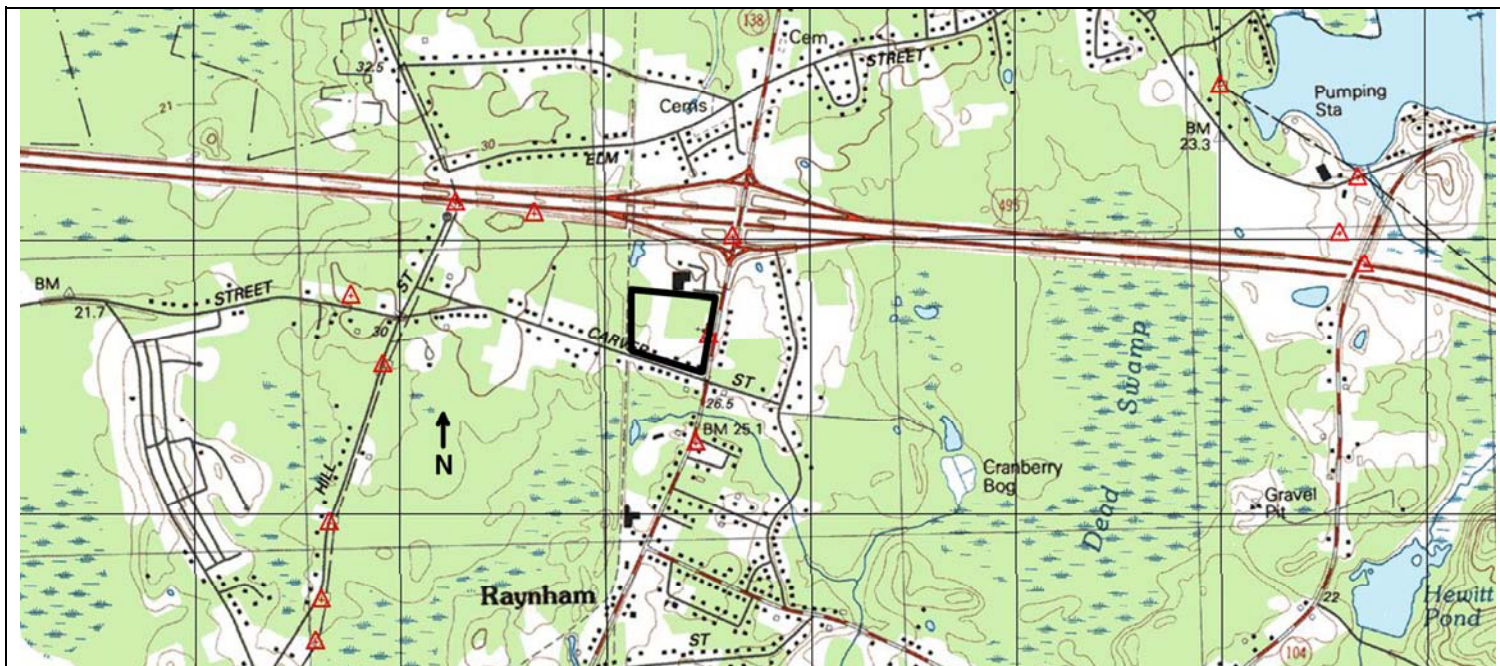
Acreage: Approx. 35

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

RAYNHAM

CARVER STREET AREA

Area Letter Form Nos.

See data sheet

- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Carver Street Area is a 35-acre mixed-use area at the northwest corner of Broadway and Carver Street in North Raynham. It sits along a high-traffic area, encompassing an area with a small cluster middle-class, residential properties along one street and a hall/school building and ecclesiastical buildings along the main road. The area is bounded to the north by a supermarket and to the west by the Stoughton Railroad Line right-of-way. It consists of a collection of five contributing residential, civic, and religious properties either constructed in situ or moved to the area between ca. 1850 and 1944 and two additional, non-contributing, mid-twentieth-century ranch style residences.

Along Broadway, from north to south, sits the contributing North Raynham Congregational Church (1875), North Raynham Congregational Church Rectory (likely constructed ca. 1930 and moved to site between 1940 and 1944), and Hall/School No. 8 (ca. 1855-1858). Along Carver Street, from east to west, sits the non-contributing Residence at 306 Carver Street (ca. 1965), the contributing H.P. Crocker House (ca. 1858-1871), the non-contributing Residence at 288 Carver Street (ca. 1965), and the contributing G.H. Lincoln House (ca. 1830-1855).

The properties contributing to the Carver Street Area generally retain a high degree of architectural integrity. The North Raynham Congregational Church is a one-and-one-half story, front-gabled, wood framed Gothic Revival style church with an asphalt shingle roof, vinyl siding, and a granite block foundation. It has pointed arch, mixed stained glass and replacement windows, a large square spire and entry extending from the southern elevation, and a large two-story mid-twentieth century addition on the north elevation. The Rectory, a ca. 1915 building that was likely moved just south of the church around 1940, is a two-story, three-bay by two-bay, American Foursquare style building with an asphalt-shingle-sheathed hipped roof, vinyl siding, replacement windows, a rusticated concrete block foundation, and a full-length front porch.

The Hall/School No. 8 is a wood-frame, two-story, two-bay by six-bay, gable-front, Greek Revival style building with a ventilator extending from the bracketed asphalt roof. The building has a returned cornice at the gable ends, full-height corner pilasters, molded window frames, clapboard siding, unidentified foundation, and paired main entrances on the east-facing facade.

The H.P. Crocker House is a wood-frame, one-and-one-half story, three-bay by four-bay, gable front vernacular style building with a one-story rear addition, asphalt roof, vinyl siding, replacement windows, and two Queen Anne style porches. A large, New England style barn sheathed in vinyl siding with a roof monitor sits to the northeast of the house.

The G.H. Lincoln House is a wood-frame, one-and-one-half-story, early Italianate style building with a cross gabled roof lined in ornamental vergeboards on the south-facing facade, and a Queen Anne style dentiled wrap-around porch consisting of paired column supports and a turned/sawn balustrade. The building has an asphalt shingle roof, clapboard siding, paired windows at the gable ends, and an attached, twentieth century three-bay car garage.

Modifications to buildings include the addition of non-historic, replacement windows, synthetic siding, and large twentieth-century additions on the North Raynham Congregational Church and the G.H. Lincoln House.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

RAYNHAM

CARVER STREET AREA

Area Letter Form Nos.

	See data sheet
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HISTORICAL NARRATIVE

The Carver Street Area developed as a residential and institutional block at the corner of a major thoroughfare, the Taunton to South Boston Turnpike, and the predominantly residential Carver Street during the mid-nineteenth to early twentieth century. The area is located within a larger section of North Raynham previously known as "Gilmoretown," where several members of the locally prominent Gilmore family lived, and where Cassander and Henry T. Gilmore operated a shoe manufacturing company established ca. 1855 (Sanford 1870:34).

Development of the Carver Street Area began in 1806 with the construction of the Taunton to South Boston Turnpike through North Raynham, followed by the construction of Carver Street shortly afterward. The first extant property constructed within the district was the G.H. Lincoln House between 1830 and 1855 on the north side of Carver Street, approximately 600 feet from the intersection with the turnpike. By 1871, an early owner of the property, G. Herbert Lincoln, was identified as a farmer, "house dealer," member of the Massachusetts House of Representatives, and blacksmith. He operated a blacksmith shop along the turnpike within the area, approximately in the same location as the present North Raynham Congregational Church. Shortly after construction of the Lincoln House, the Hall/School No. 8 was built between 1855 and 1858 on the corner of the turnpike and Carver Street, and operated as a school until at least 1895. A second residential property, the H.P. Crocker House, was constructed between 1858 and 1871 on Carver Street between the Hall/School No. 8 and the G.H. Lincoln House property (MHC 1981; Smith 1830; Walling 1855; 1858; Beers 1871; Gifford 1871; Everts & Richards 1895).

Although map research has determined the Hall/School No. 8 to have been constructed between 1855 and 1858, little historical background on the property has been identified. Presently, the building, renamed "Gilmore Hall," after the Gilmore family, is owned by the town and serves as town offices (Rowcroft 2005:19).

The North Raynham Congregational Church was established on December 29, 1875 and remained active until at least 1954. A late twentieth century observation of the building indicates how the church may have once historically appeared. The observation, made by the Massachusetts Department of Transportation, states that a weather vane rod extended from the multi-colored slate roof spire of the church. The building is still used for ecclesiastical purposes. Since 1998, the property has operated as the Agape Chapel (SC 1898:111; Mass DOT 2001).

The North Raynham Congregational Church Rectory was either constructed on-site or moved from a different location between 1940 and 1944. As an American foursquare style building with a rusticated concrete block foundation, this property is more typical of 1930 architecture; therefore, it is more likely that the building was moved to its present location in the 1940s than constructed in situ (MHC 1981:6; Mass DPW 1941; IRS 1989; USGS 1940; 1944; Agape Chapel 2013).

In the mid- to late-nineteenth century, the majority of buildings constructed in Raynham were small transitional Greek Revival to Italianate style cottages. The two residential properties within the Carver Street Area that date to this period, consisting of the Italianate/Queen Anne style G.H. Lincoln House (ca. 1830-1855) and the Vernacular/Queen Anne style H.P. Crocker House (ca. 1858-1871), stand out from the rest in town as they are larger houses.

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Smith, Annin & Company Lithographers

Continuation sheet 2

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

RAYNHAM

CARVER STREET AREA

Area Letter Form Nos.

	See data sheet
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INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

RAYNHAM

CARVER STREET AREA

Area Letter Form Nos.

	See data sheet
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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	North Raynham Schoolhouse	964 Broadway	ca. 1855-1971	Greek Revival	4	C
	North Raynham Congregational Church and Rectory	1002 Broadway	1875 (Church), ca. 1905 (Rectory)	Gothic Revival (Church), American Foursquare (Rectory)	7, 8	C
	H.P. Crocker House	268 Carver Street	ca. 1830-1855	Gothic Revival/Queen Anne Porch	1, 5	C
	Residence	288 Carver Street	ca. 1965	Ranch	1, 3	NC
	G.H. Lincoln House	294 Carver Street	ca. 1871	Vernacular/Queen Anne Porch	2, 3, 6	C
	Residence	306 Carver Street	ca. 1965	Ranch	2	NC

C Contributing property
NC Non-contributing property

There are no properties previously listed in MACRIS or shown on the MACRIS Maps 2.0 Beta, <http://maps.mhc-macris.net>.

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

RAYNHAM

CARVER STREET AREA
Area Letter Form Nos.

	See data sheet
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Carver Street, view looking northwest with (l-r) 288 Carver Street, H.P. Crocker House, and 306 Carver Street.



Carver Street, view looking northwest with (l-r) 288 Carver Street and H.P. Crocker House.

INVENTORY FORM A CONTINUATION SHEET
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Hall/School No. 8, view looking north.



G.H. Lincoln House, view looking northwest.

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RAYNHAM

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H.P. Crocker House, view looking northwest.



North Raynham Congregational Church, view looking northwest.

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RAYNHAM

CARVER STREET AREA
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North Raynham Congregational Church Rectory, view looking southwest.

INVENTORY FORM A CONTINUATION SHEET

RAYNHAM

CARVER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Kathleen M. Miller, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Carver Street Area is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C at the local level in the areas of community development and architecture. Under Criterion A, the area has important associations with mid-nineteenth- to early-twentieth century development of the small area of Taunton formerly referred to as "Gilmoretown." Under Criterion C, the area is significant for its collection of residential and institutional architecture constructed (or moved to its present site) between 1850 and 1944 in the Greek Revival, Gothic Revival, and Queen Anne style.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town/City: Raynham

Place (neighborhood or village): North Raynham; Prattville

Photograph



Name of Area: Broadway-Center Street Area

Present Use: Commercial, Institutional, and Residential

Construction Dates or Period: mid-19th to mid-20th C.

Overall Condition: Good

Major Intrusions and Alterations: The introduction of several non-historic properties and modifications to individual buildings, including major non-historic additions, non-historic replacement windows, and synthetic siding.

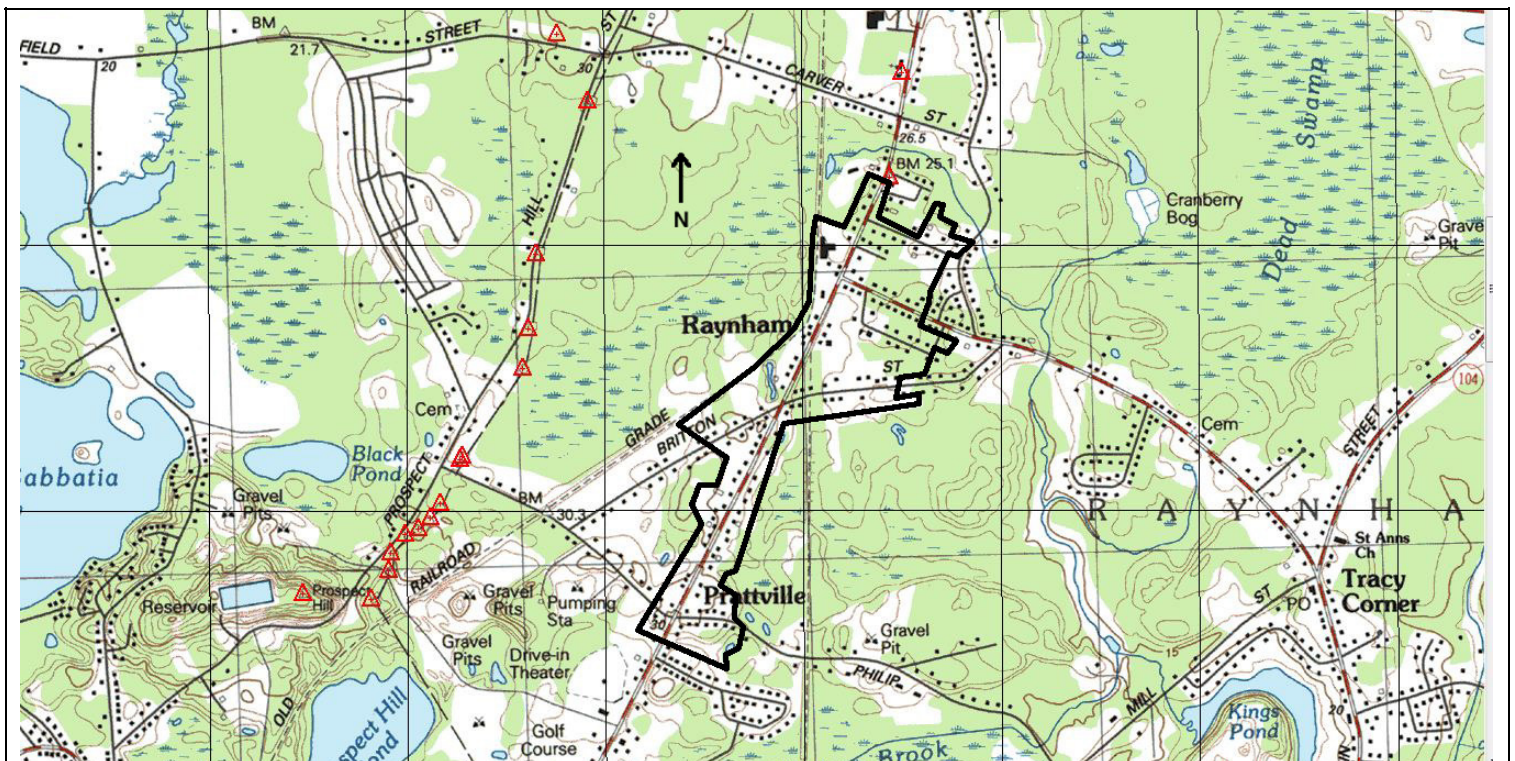
Acreage: Approx. 130

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month/year): December, 2012

Locus Map



☐ see continuation sheet

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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- ☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Broadway-Center Street Area is an approximately 130 acre, 1.5 mile-long, linear area along Broadway (State Route 138) in North Raynham. The residential, commercial, and institutional, and ecclesiastical neighborhood extends along either side of Broadway and include secondary roads: Gilmore Street, Lincoln Avenue, Center Street, Baker Road, Britton Street, Thiels Way, Oak Street, and King Philip Street. The area also encompasses portions of the Stoughton Railroad Line right-of-way and abuts the west side of the Whittenton Branch Railroad Line right-of-way. Of the 151 residential, commercial, and industrial properties within the area, approximately 82 are contributing.

The area consists primarily of residences, but also contains 12 commercial properties, a vacant school, and a non-historic post office. Construction dates of historic properties range from approximately 1860 to 1960, and architectural styles represented range from the Greek Revival to the Colonial Revival, along with numerous Bungalow and Cape Cod residences and the Frates Dairy Bottle Building – a notable example of commercial roadside architecture.

The Colonial Revival style North Raynham School constructed on Baker Street in 1922 and the Novelty style Frates Dairy Bottle Building, constructed about 1930 are two architecturally significant properties. Numerous residential properties within the area range in style and architectural integrity. Styles include Greek Revival, Italianate, Colonial Revival, Craftsman, American Foursquare, Bungalow, and Vernacular. One of the best preserved properties in the area is the Greek Revival style residence located at 825 Broadway on the corner of Gilmore Street. It retains its historic plan and materials, but has been converted for commercial use (Andrews 1984; Sanborn Map Company 1937). Some of the buildings retain their architectural integrity, while the majority have been altered by window replacement, the installation of synthetic siding, and modern additions, particularly along Broadway.

HISTORICAL NARRATIVE

The Broadway-Center Street Area contains institutional, commercial, and residential properties along and off of Broadway that date from the mid-nineteenth to mid-twentieth century. The area first developed after construction of the Taunton to South Boston Turnpike (presently Broadway/State Route 138), which was constructed through North Raynham in 1806. Until 1830, there was relatively little development in the area, with seven residences and one school, School No. 3 (no longer extant). At this time, the only major roads were the turnpike, Britton Street, Oak Street, and King Philip Street. In the 1850s, the northernmost section developed around a shoe-manufacturing firm established by brothers Cassander and Henry T. Gilmore, and the area north of Britton Street became known as “Gilmoretown.” Gilmore Street was laid out during this period. The shoe manufacturing building was located just north of the area boundary and is no longer extant. By 1855, 19 residences were constructed in addition to a blacksmith shop (no longer extant) just north of the intersection of King Philip Street and Broadway and the entire area was considered to be part of the village of Prattville, within Raynham District No. 3. Three years later, members of the Gilmore family constructed residences surrounding the shoe manufacturing building (MHC 1981; Sanford 1870:34; Smith 1830; Walling 1855).

INVENTORY FORM A CONTINUATION SHEET RAYNHAM BROADWAY-CENTER STREET AREA

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After 1858, the tracks of the Old Colony Railroad were laid out through the area and a depot (no longer extant) was constructed at the right-of-way intersection with Broadway. In the second half of the nineteenth century after the introduction of the railroad, development was predominantly industrial. By 1871, the Old Colony Railroad maintained an office on Gilmore Street. At this time, approximately five residential buildings, a general store, and a mill developed in Gilmoretown, while a shoe store and a second general store were constructed at the southern end of the area, near the Broadway/King Philip Street intersection (all no longer extant). By 1895, a branch of the Old Colony Railroad extended from the depot intersection towards the New York, New Hampshire, and Boston Railroad Line in Taunton. A second blacksmith shop, post office, shoe factory, and a warehouse and shop complex (all no longer extant) were built adjacent to the railroad tracks. Along Broadway, from the southern end of the area, a chapel was constructed; closer to the Broadway/Britton Street intersection, the Taunton Lumber Company complex and Center Street were developed. By the early twentieth century, a poultry farm had been constructed along the railroad tracks across from Center Street, and the Nelson Rivet Company complex was located to the north along Broadway (Walling 1858; Beers 1871; Everts & Richards 1895).

The Broadway-Center Street Area is evaluated as not eligible for listing in the National Register of Historic Places because it has lost historical associations with the Old Colony Railroad and the Gilmore Shoe Manufacturing Firm. Only a few non-residential properties that date to the nineteenth and early twentieth centuries are still intact. Though there are properties that retain architectural integrity, the collection of contributing properties within the area does not retain integrity, as many properties have been substantially altered to accommodate a change in use since the period of significance. Since it is likely to have important historical associations in addition to being an excellent example of Novelty commercial architecture, the Frates Dairy Bottle Building is recommended to be individually evaluated for National Register eligibility in the future.

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1895 Atlas of Bristol County, Massachusetts. On file, Freetown Historical Society, Freetown, MA.

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INVENTORY FORM A CONTINUATION SHEET RAYNHAM BROADWAY-CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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See data sheet

Walling, Henry F.

1855 Map of the Town of Raynham, Bristol County, Massachusetts. Augustus Kollner, Philadelphia, PA.

1858 Bristol County, Massachusetts. John L. Smith & Co., Boston, MA.

AREA DATA SHEET

The following is a selection of properties within the district that are either referenced in the form and/or retain architectural integrity.

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	22 Baker Road	ca. 1920	Craftsman		C
	North Raynham School	53 Baker Road	1922	Colonial Revival	8	C
	Residence	77 Baker Road	ca. 1930	Bungalow	2	C
	Residence	85 Baker Road	ca. 1930	Bungalow	2	C
	Residence	295 Britton Street	ca. 1920	Foursquare		C
	Residence	305 Britton Street	ca. 1920	Foursquare		C
	Residence	440 Broadway	ca. 1900	Vernacular/ Queen Anne		C
	Residence and Barn	466 Broadway	ca. 1840	Greek Revival	5	C
	Frates Dairy Bottle Building	785 Broadway	ca. 1930	Novelty	7	C
	Residence	814 Broadway	ca. 1900; Early 20 th C Additions	Vernacular	3	NC
	Residence	825 Broadway	ca. 1850	Greek Revival	4	C
	Residence	826 Broadway	ca. 1900	Vernacular	3	C
	Residence	866 Broadway	ca. 1920	Bungalow		C
	Residence	137 Center Street	ca. 1900	Vernacular/ Queen Anne		C
	Residence	21 Gilmore Street	ca. 1840	Greek Revival	1	C
	Residence	33 Gilmore Street	ca. 1840	Greek Revival	1	C
	Residence	43 Gilmore Street	ca. 1840	Greek Revival		C
	Residence	334 King Philip Street	ca. 1920	Bungalow	6	C

C Contributing property
 NC Non-contributing property

MASSACHUSETTS HISTORICAL COMMISSION

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Area Letter Form Nos.

See data sheet



Bungalow style residences at 77 (foreground) and 85 Baker Road, view looking west.



Mixed use properties at 826 (foreground) and 814 Broadway, view looking southwest.

MASSACHUSETTS HISTORICAL COMMISSION

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Residence at 825 Broadway, view looking southeast.



Residence at 466 Broadway, view looking southwest.

MASSACHUSETTS HISTORICAL COMMISSION

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Area Letter Form Nos.

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Residence at 334 King Phillip Street, view looking northeast.



Frates Dairy Bottle Building at 785 Broadway, view looking northeast.

INVENTORY FORM A CONTINUATION SHEET RAYNHAM BROADWAY-CENTER STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet



North Raynham School at 53 Baker Road, view looking southeast.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Stoughton

Place (*neighborhood or village*): Downtown Stoughton

Name of Area: Downtown Stoughton

Present Use: Commercial, Industrial, Institutional, Residential

Construction Dates or Period: early-19th c. – mid-20th c.

Overall Condition: Good

Major Intrusions and Alterations: Increase construction of modern infill in the commercial center and some loss of industrial complexes within the last 20 years.

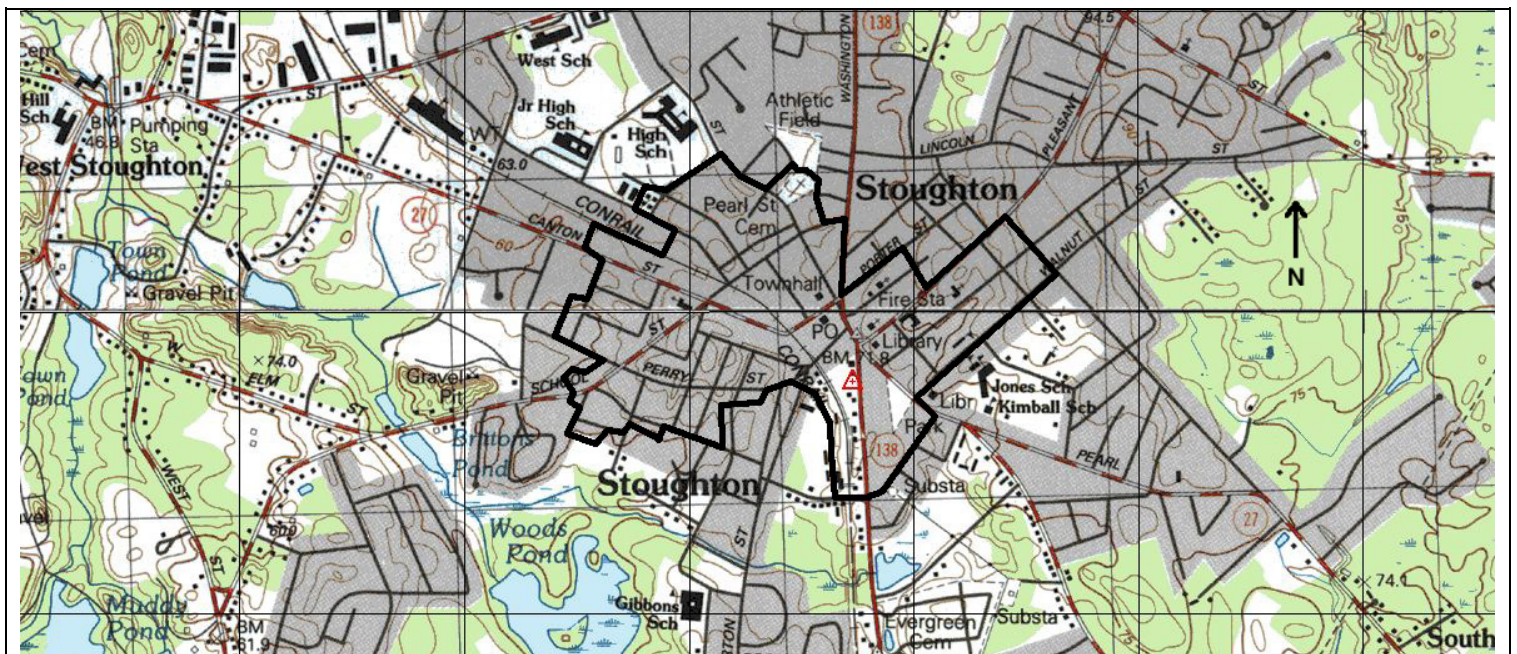
Acreage: Approx. 225 acres

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

STOUGHTON

DOWNTOWN STOUGHTON

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Downtown Stoughton Area is a cohesive grouping of commercial, institutional, industrial, and residential buildings radiating out from the intersection of Washington, Pearl, Porter, Wyman, Park, and Pleasant streets. The civic and commercial portion of the area, centered at the intersection of Washington, Wyman, Porter and Pearl streets was previously surveyed as the Stoughton Square Area (STG.A) in 1987.

Washington Street, laid out in 1806, is the main north-south route bisecting the district through Stoughton Square. Just west of the commercial block are complexes of industrial buildings, primarily focused along the MBTA Stoughton Line right-of-way (former New York, New Haven, and Hartford Railroad). The largest of these complexes were the Mystic Rubber Company at the corner of Summer and Wyman streets (STG.2) and the Meade Rubber Company at 25 Brock Street (STG.1). The institutional and commercial architecture is dominated by the Romanesque Revival and Classical Revival styles, represented in the Stoughton Town Hall at 10 Pearl Street (STG.12; MHC DOE 1988) constructed in 1881 and the Stoughton Trust Company at 810 Washington Street (STG.41) built in 1917. Some of the commercial properties along Washington, Porter and Wyman have been altered with modern storefront additions and replacement materials and there has been some loss of commercial and industrial properties in the late-twentieth century has allowed for modern infill within the area. However, overall core of the area forms a unified and well-preserved town center concentration of industrial and commercial buildings.

Residential neighborhoods extend out from Stoughton Square to the west along Perry, School, Pearl and Canton streets and to the east along Freeman, Pleasant, Seaver and Walnut streets. The residential streets west of Stoughton Square contain simple, side-hall plan, one to one-and-one-half-story, gable-front cottages and two-story single and multiple family houses with varied degrees of Greek Revival, Italianate, Queen Anne, and Colonial Revival ornamentation constructed between the mid-nineteenth century and mid-twentieth century. Clapp, Winter and Perry streets are comprised almost entirely of these housing types. The earliest houses date from the late eighteenth century, at 137, 145, and 156 Pleasant Street (STG.20, STG.21, STG.22). The west side contains the modest and working class housing focused around the factories, including one employee row house, the S.C. & J.G. Phinney Worker Housing, or "The Ten Commandments," at the corner of Perry and School streets (STG.77) built in 1876. The large, Queen Anne style Phinney House at 81 Summer Street (STG.30), built in 1854 and later expanded, is the most high style building along these streets. The streets east of Stoughton Square typically contain more substantial homes with a higher degree of ornamentation, primarily in the Gothic Revival, Queen Anne and Colonial Revival styles constructed between the mid-nineteenth century and mid-twentieth century. These houses are larger in scale with a more formal expression of architectural styles, such as in a group of two-story, front-gable residences originally designed in the Greek Revival style in 1854, with later modifications at 15, 31, 35, and 43 Walnut Street (STG.32, STG.33, STG.34, STG.35). The Colonial Revival and Queen Anne style Charles Welch House at 60 Chestnut Street (STG.4) constructed ca. 1880 is perhaps the most imposing. Most of the houses are wood frame construction and have been altered, including converting some from single-family to multiple-family use. However, most retain their original massing and form, and several have intact original materials.

INVENTORY FORM A CONTINUATION SHEET

STOUGHTON

DOWNTOWN STOUGHTON

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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HISTORICAL NARRATIVE

The Downtown Stoughton Area, also known as Stoughton Center or Stoughton Square, was originally settled in the mid-eighteenth century and included present-day Pearl and Summer streets as primary transportation routes. The first meeting house was built in 1744 (not extant) at the corner of Pleasant and Washington streets, and the first school (not extant) was constructed in 1768 at the corner of Pleasant and Park streets. Markers installed by the Stoughton Historical Commission indicate their original locations (STG.900 and STG.901). The first cemetery, the Pearl Street Cemetery (STG.800) was formally established in 1748 approximately one-quarter mile north of the center at the northern boundary of the district (Berg 2002). The area also was the site of the first parish church, the first public library, and the railroad station.

After a series of devastating fires in the nineteenth and early twentieth centuries, few of the early houses or commercial shops remain in the center. The original wood frame buildings that were destroyed were replaced with concrete and brick structures throughout the nineteenth and early twentieth centuries, such as the building at 232 Pearl Street and the Monks Block (STG.39) at the corner of Washington and Porter streets. Two of the last remaining wood commercial structures are Dr. Swan's Block at 752-770 Washington Street (STG.38) (1904) and the Britton Block at the corner of Washington and Pearl (STG.37) (1899). The most prominent and high style commercial structure built in the square is the Stoughton Trust Company building at 810 Washington Street (STG.41). This brick bank was constructed in a highly visible locale at the corner of Washington and Park streets in 1917 for the trust company that established in 1911. The business eventually merged with five other banks and grew to such a size that it was able to serve the large manufacturing corporations in the area. The Stoughton Railroad Station at 53 Wyman Street (STG.44) sits just west of the commercial core on the MBTA Stoughton line right of way (former New York, New Haven, and Hartford Railroad). The building was designed by Charles Brigham of Boston for the Boston and Providence Railroad, later the New York, New Haven and Hartford Railroad, in 1888. Brigham also designed many prominent buildings in Boston, such as the Second Church of Christ Science and the old Boston Museum in Copley Square (not extant) (Petruzzo and Woodward 1987e, 1987b, 1987p; Lebovich 1973; Withey 1970).

Downtown Stoughton contains the town's most prominent institutional and ecclesiastical buildings, including the town hall, library and multiple churches. Most of these civic properties were built in the late-nineteenth and early-twentieth centuries at a time of economic prosperity and population growth for the town. The Stoughton Town Hall at 10 Pearl Street (STG.12; MHC DOE 1988) was designed by Samuel J.F. Thayer of Boston and constructed in 1881. Thayer was known for his public buildings, which also include the town hall in Brookline, MA and the Providence, RI City Hall. When opened, the brick town hall housed the town offices, post office, public library, fire department, jail, and community theater. The library quickly outgrew the space at the town hall and the Lucius Clapp Memorial Library, or Stoughton Public Library, at 6 Park Street (STG.11; NR listed 1992) was built in 1903. The building was designed by Walter Atherton, who was born in Stoughton, and constructed on the site of the first school. This was the first building solely dedicated for use as a library in Stoughton and became the headquarters of the historical society and museum in 1970. A new post office building was constructed in 1939 at 19 Park Street, which now houses private offices. The Stoughton Fire Department (STG.6) constructed their new headquarters at 30 Freeman Street in 1927. Like the library, this brick, Classical Revival style building was the first permanent structure built in Stoughton dedicated for use at a fire station, and is still used for that purpose with the aid of a large mid-twentieth century addition (Petruzzo and Woodward n.d. b, 1988d; Withey 1970; McLoughlin 1978).

The early First Parish Universalist Church on Washington Street burned in 1966 and was replaced with the current structure on the Church Green. Other churches located near the center include the Stoughton Methodist Church at 100 Pleasant Church (STG.19) constructed in 1865-1866 for the congregation that had been active since 1806. The Methodist Church is accompanied by a ca. 1895 parsonage on Pleasant Street and the Greek Revival style Park School (STG.29) on Seaver Street. The Park School originally served as a public district school until 1917. Just north of the Methodist Church is the Trinity Episcopal Church at 34 Freeman Street (STG.7) originally constructed in 1898 and expanded to its current

INVENTORY FORM A CONTINUATION SHEET

STOUGHTON

DOWNTOWN STOUGHTON

MASSACHUSETTS HISTORICAL COMMISSION

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configuration in the early twentieth century. The Trinity Episcopal congregation moved to a new church in the 1970s and the building now houses the Christadelphian Ecclesia Church. The Catholic Church of the Immaculate Conception is located in the neighborhood west of Commercial Street. The original Catholic Church constructed at the corner of Canton and School streets in 1859 was replaced with the current structure in the 1970s. The Sacred Heart Convent on School Street and the Saint Mary's Parochial School/Gymnasium building on Atherton Street, adjacent to the church lot, were also demolished by the 1990s (Petruzzo and Woodward 1987k, 1987n, n.d. c; Sanborn 1923, 1949).

The majority of the industrial properties in the downtown area are located west of Washington Street, close to the railroad for the easy transportation of goods and materials. By the mid-eighteenth century, the majority of the industries in the area involved specialized shoe making preformed from the home or small workshops. These cottage industries developed into centralized shops distributing products locally and to Boston by the turn of the nineteenth century. The rapid success of these businesses grew into the formal organization of factories in the mid-nineteenth century. The earliest remaining of these properties is the S.C. & J.G. Phinney Boot Counter Manufacturing Company (STG.31) at the corner of Summer and Winter streets. Sylvanus C. Phinney began the manufacturing of boot and shoe counters, a component of boot and shoe construction, in 1848 at this location and it became one of the largest manufacturers in Stoughton until it closed in 1908. Phinney also partnered with George Walker and built a second factory adjacent to the first for the manufacturing of shoe lasts (not extant). The shoe industry reached its peak about 1865 in Stoughton and rapidly declined after the end of the Civil War. Opposite Phinney's factory, at the corner of Summer and Canton streets, the Mystic Rubber Company (STG.2) was established in 1877 for the production of rubberized cloth and merged with the Hall Rubber Company of Boston in 1889 to form the Stoughton Rubber Company. The property has since been converted into tenant-occupied mixed commercial and office spaces (see MHC inventory form). The Mystic and Stoughton rubber companies were two of several industries that made an important contribution to Stoughton's manufacturing economy between ca. 1880 and World War II. Another substantial company in the Downtown Stoughton area is the Meade Rubber Company at 25 Brock Street (STG.1), which was established by Stoughton native James Meade in 1916 for the manufacturing of rubber products. The Meade Rubber Company was closed by 1949, and the complex had taken over by L. Albert & Son, sellers of used rubber machinery (see MHC inventory form) (MHC 1979; Petruzzo and Woodward 1988c, 1987l, 1987j; Bailey 1879; Sanborn 1891, 1923, 1949).

Although the industrial complexes were primarily located on the west side of the downtown, one extant complex, the George E. Belcher Company (STG.3), was developed on the east side of the area. George Belcher purchased the shoe last business from George Walker, Phinney's former business partner, and constructed the current complex in 1893. The company closed in the 1960s and had been one of Stoughton's largest employers. Other than Stoughton's involvement with the rubber and shoe industry, there was the P.M. Withington Furniture and Undertaker Company on Porter Street (STG.23) that was in business from the 1860s until the 1980s. The building now houses multiple retail stores and professional offices (Petruzzo and Woodward 1987f, n.d. a).

Early residential settlement occurred primarily along Pearl and Summer streets within the district in the early eighteenth century; however little remains from that period. The earliest documented extant residences date to the late-eighteenth century and are located along Pleasant Street near Chestnut Street. Three of these properties were built by Christopher Wadsworth, who owned a large amount of property in the area, ca. 1775 (STG.20, STG.21, STG.22). The population grew steadily into the early nineteenth century, until it tripled between 1830 and 1870 primarily due to the appearance of a large Irish population between 1840 and 1855. The rise in population also corresponded to the surge in manufacturing in the area and the development of residences for industrialist leaders, factory workers, and professionals. This division of housing stock is roughly defined east-west by Washington Street. Professionals, such as doctors, merchants, and landowners clustered on the east side, and workers on the west side around the factories. John G. Phinney worked at S.C. & J.G. Phinney, successful manufacturers of shoe counters, founded by his father who resided at the Phinney House at 81 Summer Street (STG.30) opposite the Phinney factory on the west side. Mr. Phinney was active in town affairs as chairman of the Town Hall building committee and organized the Stoughton Water Co. Charles Welch, who lived at the

INVENTORY FORM A CONTINUATION SHEET

STOUGHTON

DOWNTOWN STOUGHTON

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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Welch House at 60 Chestnut Street (STG.4), worked as a young man for Phinney Counter, later becoming a member of the firm and eventually retiring as its president. Welch was a large benefactor to the town contributing land for public parks. This development trend remained through the early twentieth century with the influx of more immigrants and the construction of large numbers of one-and-one-half-story cottages and side-hall plan houses on the west and more substantial houses on the east side of the area. Growth in the residential neighborhoods slowed after the 1940s in the downtown area as the focus shifted to the subdivisions that constructed throughout the town (MHC 1979; Petruzzo and Woodward 1987c, 1987d, 1987g, 1987q, 1987i, 1987m, 1987h, 1987o, 1988b, 1988a). Downtown Stoughton continues to serve as the civic, commercial, and institutional core of the town.

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INVENTORY FORM A CONTINUATION SHEET

STOUGHTON

DOWNTOWN STOUGHTON

MASSACHUSETTS HISTORICAL COMMISSION

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	See data sheet
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INVENTORY FORM A CONTINUATION SHEET

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AREA DATA SHEET

This data sheet includes all properties in the MHC Inventory and additional properties selected for their architectural and/or historic integrity

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
STG.A	Stoughton Square	Washington, Wyman, Porter, and Pearl streets				RNRE
STG.1	Meade Rubber Company	25 Brock Street	1916	Vernacular/loft		RNRE
STG.2	Mystic Rubber Company	2 Canton Street	1877	Vernacular/loft		RNRE
STG.3	George E. Belcher Company	Capen and Pleasant streets	1893	Vernacular/loft		C
STG.4	Charles Welch House	60 Chestnut Street	ca. 1880	Colonial Revival		C
STG.5	International Order of Odd Fellows Hall	7 Freeman Street	1892	Queen Anne		C
STG.6	Stoughton Fire Station	30 Freeman Street	1927	Classical Revival		C
STG.7	Trinity Episcopal Church	34 Freeman Street	1898	Shingle Style		C
STG.9	First Stoughton Public Library/Residence	Morton Square	ca. 1850	Vernacular		C
STG.11	Stoughton Public Library	6 Park Street	1903	Classical Revival	1	MHC-DOE
STG.900	First School Marker	6 Park Street	unknown	n/a		C
	Stoughton U.S. Post Office	19 Park Street	1939	Classical Revival		C
STG.800	Pearl Street Cemetery	Pearl Street	1748	n/a	2	RNRE
STG.37	Britton Block	Pearl and Washington streets	1899	Queen Anne	3	C
STG.12	Stoughton Town Hall	10 Pearl Street	1881	Romanesque Revival	4	MHC-DOE
STG.13	Daniel French House	34 Pearl Street	ca. 1847	Italianate		C
	Lehan Block	232 Pearl Street	ca. 1920	Classical Revival		C
STG.77	S.C. & J.G. Phinney Worker Housing/ "The Ten Commandments"	Perry and School streets	1876	Vernacular		C
STG.901	Site of First Meeting House Marker	Pleasant and Washington streets	1908	n/a		C
STG.15	James Hill House	52 Pleasant Street	1837	Vernacular		C
STG.16	Wales French House	58 Pleasant Street	1876	Italianate		C

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DOWNTOWN STOUGHTON

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
STG.17	Samuel Paul House	64 Pleasant Street	1823	Vernacular		C
STG.18	Henry Drake House	68 Pleasant Street	1841	Italianate		C
STG.19	Methodist Church	100 Pleasant Street	1865-1866	Italianate		C
STG.20	Christopher Wadsworth House	137 Pleasant Street	1775	Vernacular/ Cape		C
STG.21	Christopher Wadsworth Barn/House	145 Pleasant Street	1775	Vernacular/ Salt-box		C
STG.22	John Osgood Jr. House	156 Pleasant Street	1775	Vernacular/ Cape		C
STG.23	P.M. Withington Furniture and Undertaker	Porter Street	1860	Vernacular	8	C
STG.25	J.W. Elastic Web Company	Rose Street	1936	Vernacular		C
STG.29	Park School	Seaver Street	1859	Greek Revival		C
STG.27	Reverend Edward Richmond House	15 Seaver Street	1812	Federal	7	C
STG.28	George Belcher House	33 Seaver Street	1887	Queen Anne		C
STG.30	Phinney House	81 Summer Street	1854	Queen Anne (remodeled)		C
STG.31	S.C. & J.G. Phinney Boot Counter Manu. Co.	Summer and Winter streets	1848	Vernacular		C
STG.32	W.O. Faxon House	15 Walnut Street	1854	Italianate (remodeled)		C
STG.33	Martin Wales House	31 Walnut Street	1854	Greek Revival		C
STG.34	N.S. Atwood House	35 Walnut Street	1854	Greek Revival (altered)		C
STG.35	L.M. Flint House	43 Walnut Street	1854	Greek Revival		C
STG.38	Dr. Swan's Block	752-770 Washington Street	1904	Queen Anne		C
STG.39	Monks Block	Washington and Porter streets	1886	Romanesque Revival		C
STG.40	State Theater	807 Washington Street	1927	Classical Revival		C
STG.41	Stoughton Trust Company	810 Washington Street	1917	Classical Revival	5	C
STG.42	Porter Coal and Wood Co.	893 Washington Street	1876	Vernacular		C
STG.44	Stoughton Railroad Station	3 Wyman Street	1888	Romanesque Revival		C

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MHC-DOE	Property was determined eligible for the National Register by the Massachusetts Historical Commission
RNRE	Property is recommended individually eligible for National Register listing, PAL 2013.
C	Contributing property to the district
NC	Non-contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

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Pearl Street Cemetery, view looking northeast.



Commercial block at corner of Pearl and Washington streets, view south from west side of Pearl Street.

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Stoughton Town Hall, view looking west from Pearl Street.



Stoughton Trust Company Building, view looking southeast from west side of Washington Street.

INVENTORY FORM A CONTINUATION SHEET

STOUGHTON

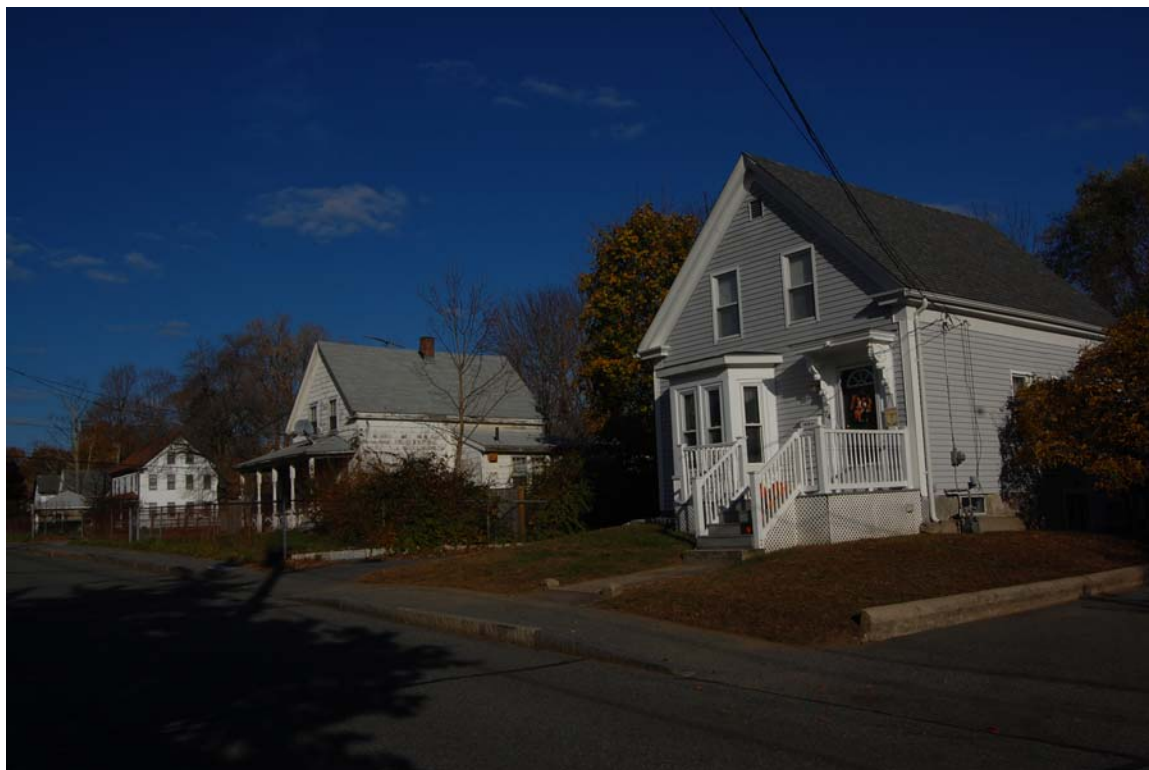
DOWNTOWN STOUGHTON

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Residences on Winter Street, view looking northeast.



Residences on Seaver Street, view looking northeast.

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S.C. & J.G. Phinney Boot Counter Manufacturing Company, view south from the north side of Summer Street.

INVENTORY FORM A CONTINUATION SHEET

STOUGHTON

DOWNTOWN STOUGHTON

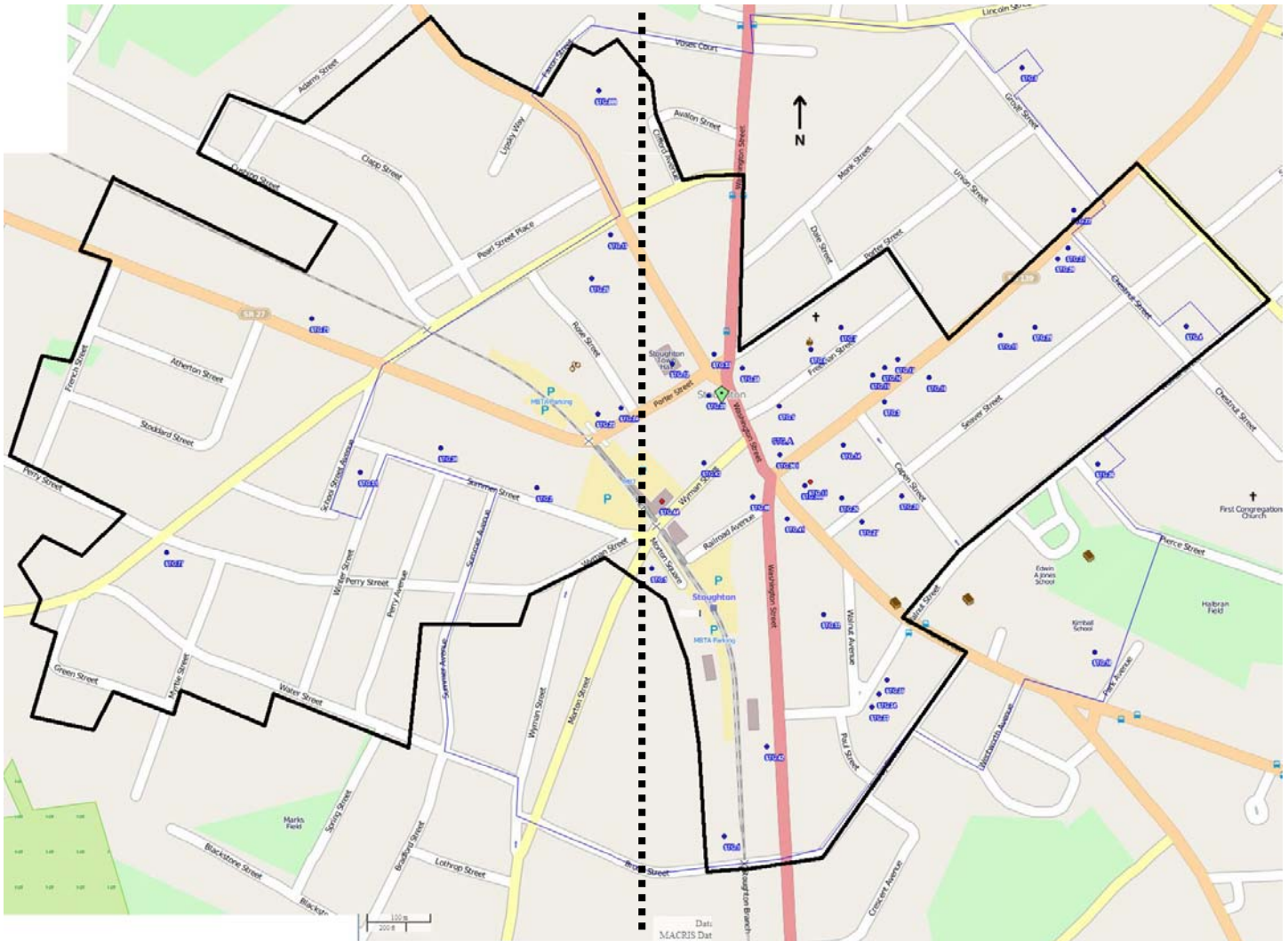
MASSACHUSETTS HISTORICAL COMMISSION

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AREA MAP



1

2

- MHC Inventory
- National Register Listed
- = area boundary

*not to scale

Information from MACRIS Maps 2.0 Beta

<http://maps.mhc-macris.net>

INVENTORY FORM A CONTINUATION SHEET

STOUGHTON

DOWNTOWN STOUGHTON AREA

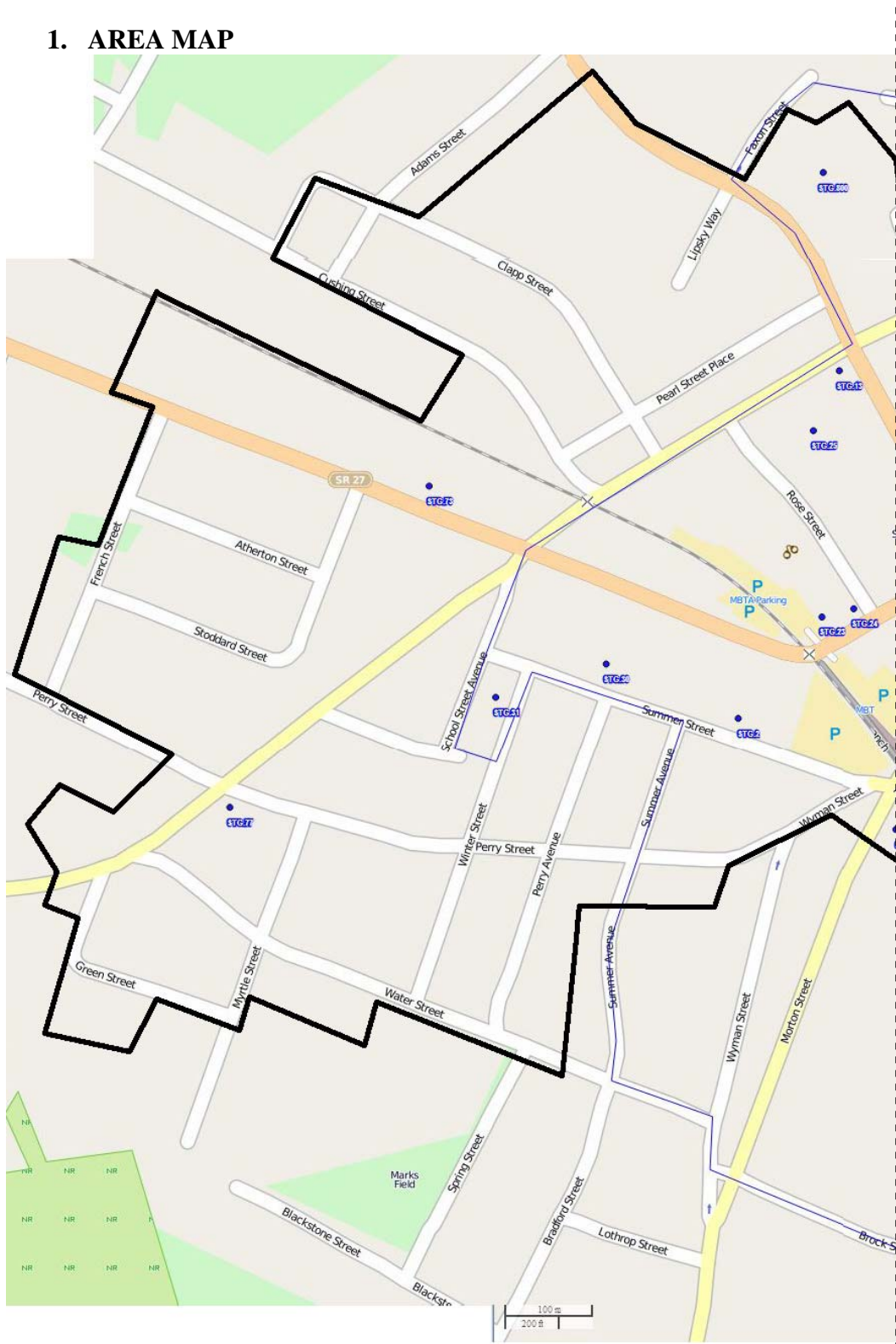
MASSACHUSETTS HISTORICAL COMMISSION

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1. AREA MAP



INVENTORY FORM A CONTINUATION SHEET

STOUGHTON

DOWNTOWN STOUGHTON AREA

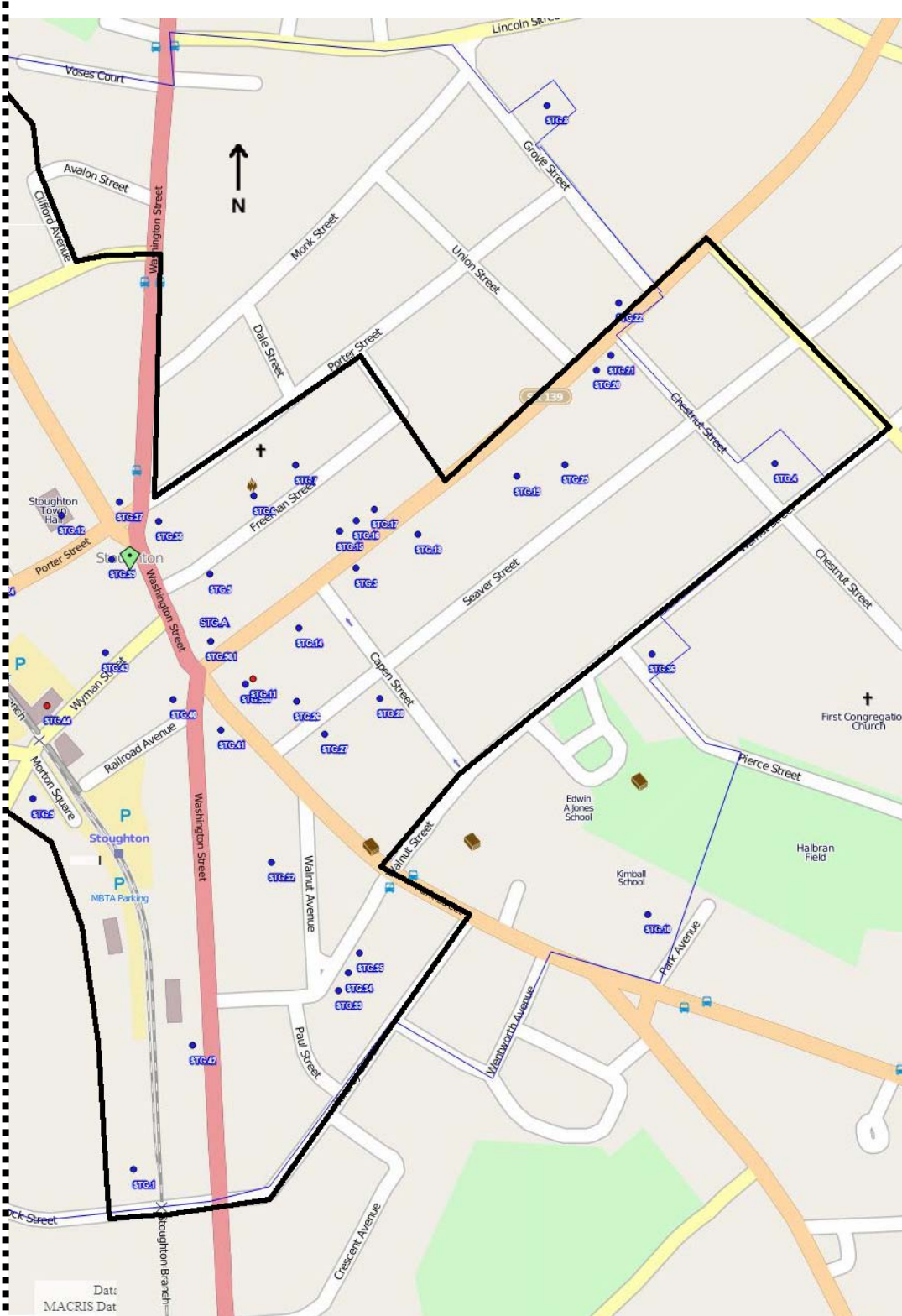
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2. AREA MAP



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STG.A

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Quinn R. Stuart, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Downtown Stoughton Area is recommended eligible for listing in the National Register at the local level under Criterion A in the area of Community Planning and Development for its role in the growth and development of the town center and industries from its early settlement period through the twentieth century, and under Criterion C in the area of Architecture for its collection of the town's most prominent nineteenth and twentieth century institutional and ecclesiastical buildings, including the town hall, library and multiple churches, as well as commercial, industrial, and residential buildings that represent a range of architectural styles and levels of ornamentation and form a coherent unit.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

Taunton

See data sheet

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (neighborhood or village): Taunton Center

Name of Area: Taunton Center Area

Present Use: Residential, Institutional

Construction Dates or Period: 18th to mid-20th c.

Overall Condition: Good

Major Intrusions and Alterations: None

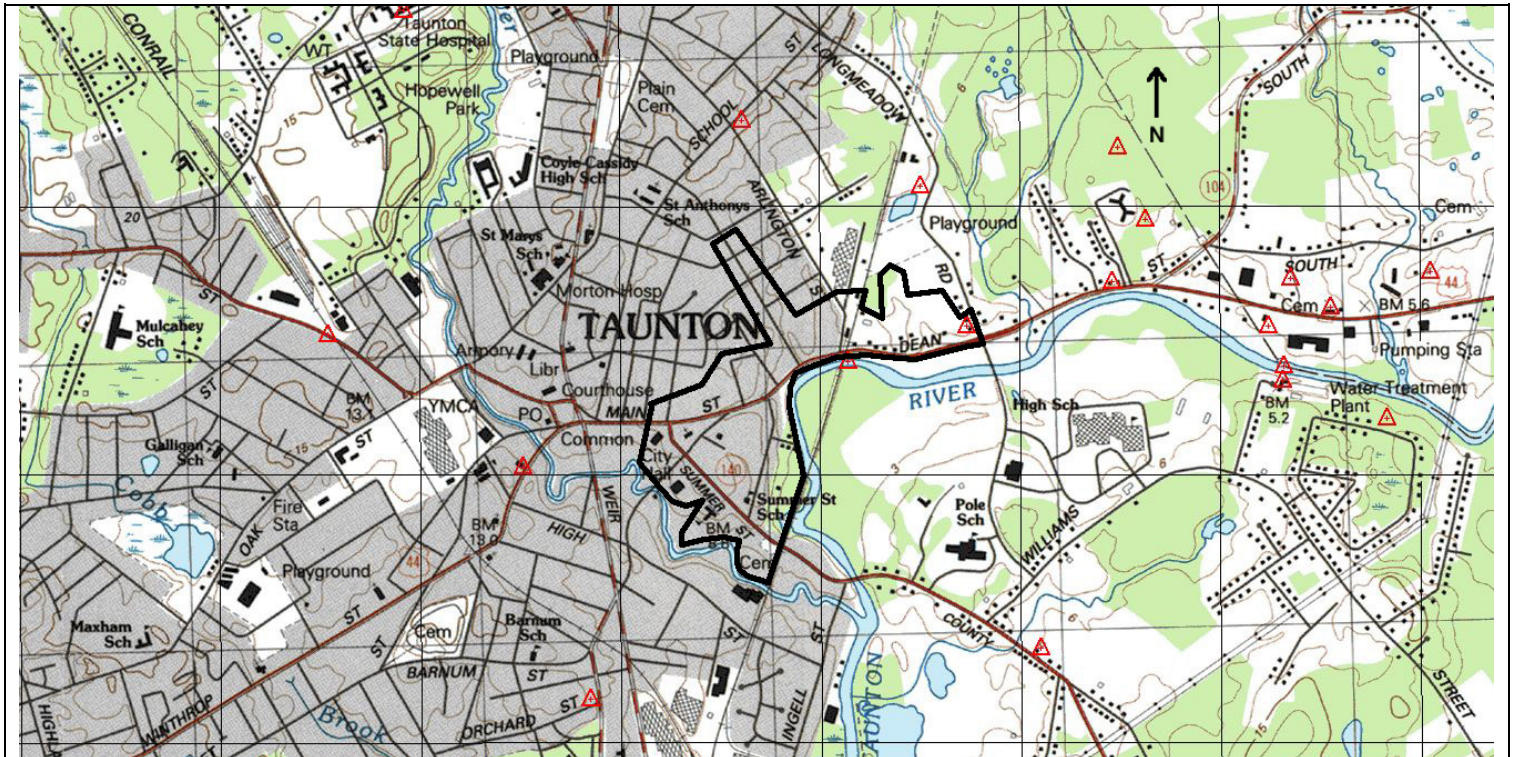
Acreage: Approx. 115

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (month/year): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TAUNTON CENTER AREA

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- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Taunton Center Area is a large, irregularly shaped area located along the north and west sides of the Taunton River east and west of the MBTA Stoughton Line railroad right-of-way. The area encompasses three previously documented districts/areas and abuts the Taunton Green Historic District (TAU.C; National Register listed) to the west. The Church Green Historic District (TAU.A; National Register listed), is characterized by 22 structures immediately surrounding the Church Green at the intersections of Church Green, Dean and Summer streets and is encompassed in the larger Church Green Local Historic District (LHD) (TAU.AC). The Ashland Street Area (TAU.H) includes 27 mid-nineteenth- to early-twentieth-century residences located on Ashland Street between Dean and Washburn streets. The Taunton Center Area encompasses approximately 155 properties, of which 140 contribute to the historic character and significance of the area. Contributing properties are primarily residential and civic, with a few commercial buildings, constructed from the late eighteenth century through the early-twentieth century.

Most of the commercial and civic buildings are concentrated around the Church Green, located at the junction of Summer, Dean and Main Streets. This triangular-shaped green contains the only religious property in the neighborhood and one of the oldest churches in Taunton; the First Parish Church (TAU.1) was originally constructed in 1829-1830 in the early Gothic Revival style. A chapel addition designed by the Massachusetts architectural firm Hartwell and Swasey was constructed in 1869. Adjacent to the Church, near the intersection of Main and Summer streets, is the Taunton City Hall (TAU.4), originally constructed in 1848 and extensively remodeled in 1896 in the Renaissance Revival style. In front of the City Hall, in a triangular-shaped lawn at the intersection of Summer and Main, is the Robert Treat Paine Statue (TAU.900) by artist Richard Edwin Brooks. The statue was erected ca. 1902 by the Taunton Historical Society and the Sons of the American Revolution.

Commercial architecture in the adjacent district surrounding the Taunton Green was primarily constructed during the upsurge in fire-proof architecture and designed in the Italianate Style; however, the commercial architecture in the Taunton Center Area reflects a transition from the Italianate style to the Second Empire Style, as seen in the Leonard Block at 107 Main Street (TAU.3). This four-story, brick building was constructed in 1870 and houses the Star Theater on the second and third floors in the early twentieth century. The Italianate style Old Colony Railroad Station at 40 Dean Street (TAU.45; National Register listed) was constructed by the Old Colony Railroad ca. 1876 when it ran an extension branch through Taunton. The building is the only extant railroad depot in Taunton and has been converted into professional offices.

Three schools were built in the area spanning a time frame of almost 100 years. The earliest is the Italianate style Bristol Academy (TAU.7) built adjacent to the First Parish Church on Church Green in 1852. This private secondary school was designed by renowned architect Richard Upjohn and constructed by local Taunton builders Hale, Walker and Sherman. Nearly 75 year later, a two-story, Colonial Revival style public school was built at the corner of Summer and Prospect Streets. The Summer Street School (TAU.76), constructed in 1917, was designed by Gustavus L. Smith who also designed three other schools in Taunton in the late nineteenth century. The most recent and largest school building in the area is the Taunton Catholic Middle School (TAU.64), or Monsignor James Coyle High School, which was constructed in 1933 on the site of the former N.H. Skinner Estate to serve initially as a parochial high school.

INVENTORY FORM A CONTINUATION SHEET

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TAUNTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

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Surrounding the small central concentration of civic and commercial properties, the area is comprised of predominantly high style residential neighborhoods. Prevalent architectural styles include examples of Federal, Greek Revival, Gothic Revival, Italianate, Second Empire, Stick, Shingle, Classical Revival, Colonial Revival, Craftsman, and Spanish Colonial Revival. The residences along Summer Street, between the Church Green and the railroad right-of-way, are sited on narrow lots close to the road and represent a range of styles from Federal to Colonial Revival and date between 1830 and 1930. Single family homes dominant, but there are several original multi-family houses including the Colonial Revival style duplex at 86 Summer Street (TAU.72). Most of the single-family houses along Summer Street are intact (TAU.59, TAU.60, and TAU.63), although some have been converted to multi-family use (TAU.65, TAU.67, and TAU.68). The orientation and scale of the houses along Prospect Street is similar to those along Summer Street; however these residences reflect a higher concentration of later styles like Queen Anne, Second Empire, and Craftsman (TAU.75, TAU.211, and TAU.37).

Larger lots along the north side of Church Green, Dean Street, and Ashland Street contain high-style houses like the Charles Newbury House at 24 Church Green (TAU.17), constructed in 1905 in the Colonial Revival style and the Italianate style Charles R. Atwood House at 30 Dean Street (TAU.41), built ca. 1850. Both houses were originally set back from the road with landscaped grounds. Today the Newbury House has been converted into professional offices with parking lots, but the Atwood House and grounds remain relatively intact. Several of these large residential properties, like the Newbury House, were converted into professional offices in the twentieth century. Substantial houses such as the Dr. Charles Hubbard House at 14 Church Green (1844), the Barney Deane House at 48 Church Green (1829), and the Theodore Dean House at 26 Dean Street (1866) have been converted into a bank, real estate office, and attorney's office, respectively (TAU.18, TAU.11, and TAU.40).

HISTORICAL NARRATIVE

The Taunton Center Area contains the historic civic and religious center of Taunton since initial settlement in the early seventeenth century. The Church Green, originally known as the Meetinghouse Common, was laid out ca. 1640 by the original settlers. The settlers arrived from Dorchester, MA about 1637 led by Elizabeth Poole and built the first meetinghouse, a public school, and houses at the Church Green. They also built houses along Dean Street east of the Green. These first settlers were primarily farmers who also utilized the nearby Taunton River for fishing. Over time, residential development expanded onto Summer and Winter (now Longmeadow Road) streets. Industry developed outside the Taunton Center Area in villages like Whittenton to the north, but most of the early commercial and civic activity occurred in the core of the settlement at the Church Green (MHC 1981).

The Center remained Taunton's residential, civic and commercial hub into the late seventeenth and eighteenth centuries. Within a 50-year period, the town constructed a second meetinghouse (ca. 1720), the first jail (ca. 1747), and the first Bristol County courthouse (ca. 1746) on or near the Church Green; all of these buildings have been replaced. The first building for a private secondary school chartered in 1794 was constructed on the Green in 1794 and replaced by the current Bristol Academy (TAU.7) structure designed by renowned architect Richard Upjohn in 1852. The area also includes Taunton's oldest cemetery, Neck of Land Cemetery (TAU.804), on Summer Street. This cemetery was active between 1687 and 1889 and contains burials from some of Taunton's earliest prominent citizens, notably members of the Leonard and Dean families. Concurrently, several routes, including Summer and Dean streets, were extended to connect the center with the outlying areas of Taunton. This aided secondary residential and industrial settlements to develop throughout Taunton while retaining the center as the civic core. During the Revolutionary War, the nearby Taunton Green to the west became the militia training ground and also drew commercial activities away from the Church Green. This transition solidified the Church Green's role as primarily a civic and upper-class residential neighborhood (MHC 1981; Hennedy 2006; Rose 1978).

INVENTORY FORM A CONTINUATION SHEET

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TAUNTON CENTER AREA

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None of the earliest structures remain on Dean Street today, but have been replaced by the eighteenth and nineteenth century estates of Taunton's upper class citizens. The Dean family, one of Taunton's earliest families and successful farmers, merchants and manufacturers, owned large tracts of the land along Dean Street. Abiezer Dean built one of the grandest houses at 68 Dean Street (TAU.51; National Register listed) ca. 1798. It was later sold to George Hartshorn in 1905, a descendent of the Hartshorns who founded the Dean Cotton Mill in what is today Lakeville. Theodore Dean built the house at 26 Dean Street (TAU.40) in 1866. He was the last owner of the Taunton Iron Works and president of the Bristol County National Bank in 1878. Dean's neighbor, Charles R. Atwood, was a wholesale grocer in Weir Village and built the large house at 30 Dean Street (TAU.41) ca. 1850. The properties on Church Green and Prospect Street also reflect the wealth and affluence of Taunton's nineteenth-century citizens. In 1850, the area surrounding the Church Green contained the houses of lawyers, doctors, merchants, and manufacturers, including Dr. H.B. Hubbard (14 Church Green, TAU.18; ca. 1844), a local physician; Thomson Newbury (24 Church Green, TAU.17; ca. 1830), a merchant and manufacturer of oil cloth; and Anselm Bassett (37 Church Green, TAU.15; ca. 1825), a counselor at the County Court House (MHC 1981; Sampson 1878; Babbitt 1850; Lawson 1978).

Ashland Street was one of the first neighborhoods developed on speculation in Taunton. The principal speculator was Edmund Bennett, a local lawyer and judge, who came to Taunton in 1848 and later became the first mayor in 1865. Bennett's partner, William A. Crocker, was a local copper manufacturer who also owned a house on Dean Street. Bennett and Crocker sold large parcels of land on Ashland Street as early as 1870 to prominent professionals and industrialists such as Francis Bassett (20 Ashland Street, TAU.203; 1892) and Elisha T. Jackson (30 Ashland Street, TAU.204; 1883), who were partners in an insurance firm. Several of the houses on Ashland Street were reportedly moved there from other unknown areas of Taunton. The principal of the local high school purchased the property at the corner of Ashland and Belmont streets ca. 1870 and moved a ca. 1845 house, known as the John P. Swinterton House (TAU.207) from another location in Taunton to the lot. Ashland Street appeared much as it does today by the early twentieth century with most of the house lots built up (Winters 1979a-b; Beers 1871; Dean 1855).

Due to such a high concentration of wealthy residents, specialty services catering to their leisure activities developed in the area. The Winthrop Club at 1 Church Green (TAU.20) was built ca. 1890 as a private club for gentlemen. The Taunton Boat Club was built around the same time as the Winthrop Club located by the Taunton River on Dean Street directly across from Elm Street. The Boat Club closed by the 1930s and the building was eventually demolished.

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TAUNTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

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TAUNTON CENTER AREA

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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.A	Church Green Historic District	Church Green and Dean Street	1638 – ca. 1940	Multiple		NR
TAU.AC	Church Green Local Historic District	Church Green, Summer and Dean Streets	18 th century – ca. 1940	Multiple		LHD
TAU.H	Ashland Street	Ashland Street	ca. 1840 – ca. 1920	Multiple		C
TAU.44	Woodward, William House	117 Arlington Street	1830	Federal		NR*
TAU.43	Taunton Girls Club	119 (131) Arlington Street	1890	Stick Style		C*
TAU.42	Dean - Hartshorn Estate Barn/Taunton Girls Club	131 Arlington Street	ca. 1800	Federal, Other		C*
TAU.203	Bassett House	20 Ashland Street	1892	Queen Anne, Shingle Style		C
TAU.204	Jackson, Elisha T.	30 Ashland Street	1883	Stick Style		C
TAU.205	Dickerman, Minnie L. House	35 Ashland Street	1898	Shingle Style	5	C
TAU.206	Residence	39 Ashland Street	ca. 1845	Italianate	5	C
TAU.207	Swinerton, John P. House	40 Ashland Street	ca. 1845	Greek Revival		C
TAU.208	Residence	57 Ashland Street	ca. 1855	Italianate		C
TAU.209	Residence	72 Ashland Street	ca. 1910	Colonial Revival		C
TAU.26	White, Albert R. House	2 Chestnut Street	1937	Colonial Revival		C*
TAU.27	Bassett, Charles Jarvis Hunt House	20 Chestnut Street	1851	Gothic Revival	4	NR*
TAU.28	Curtis, Norman House	23 Chestnut Street	1955	Post-war Suburban Ranch		NC*
TAU.1	First Parish Church	Church Green	1829-1930; 1869; 1965	Gothic Revival	2	C**
TAU.901	Taunton Vietnam Memorial Fountain and Marker	Church Green	1968	N/A		NC**
TAU.19	World War II Servicemen Building	Church Green	1940	Craftsman		Demolished
TAU.20	Winthrop Club	1 Church Green	ca. 1890	Queen Anne		C**
TAU.18	Hubbard, Dr. H.B House	14 Church Green	ca. 1844	Italianate - altered		C**

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TAUNTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.17	Hicks - Newbury House	24 Church Green	ca. 1830	Late-Georgian		C**
TAU.16	Apartments	31 Church Green	1970	Colonial Revival		NC**
TAU.15	Bassett, Anselm House	37 Church Green	ca. 1825	Federal		C**
TAU.11	Dean - Deane House	48 Church Green	1829	Adam	1	C**
TAU.10	Warner, Judge Richard House	52 Church Green	1919	Colonial Revival	1	C**
TAU.9	Pitts, Abner – Colby, George House	57 Church Green	1836	Federal - altered	1	C**
TAU.8	Foster, Charles House	60 Church Green	ca. 1850	Federal		C**
TAU.7	Bristol Academy – Old Colony Historical Society	66 Church Green	1852	Italianate		C**
TAU.6	Mason, Col. Fredrick – Mason, Maurice House	72 Church Green	ca. 1902; 1960	Shingle Style		C**
TAU.5	Rait, James – Mason, Col. Fredrick House	79 Church Green	ca. 1873	Colonial Revival		C**
TAU.14	Crocker, George Augustus House	2 Dean Street	1858	Second Empire		C**
TAU.12	Williams, Alfred House	3 Dean Street	1899	Colonial Revival		C**
TAU.13	Simerdon, Frank House	5 Dean Street	1910	Tudor Revival		C**
TAU.38	Townsend House	11 Dean Street	1899; altered 1970	Colonial Revival		C*
TAU.39	Williams, Franklin B. House	24 Dean Street	1891	Colonial Revival		C*
TAU.40	Dean, Theodore House	26 Dean Street	1866	Italianate		NR*
TAU.41	Atwood, Charles R. House	30 Dean Street	ca.1850	Italianate		NR*
TAU.45	Old Colony Railroad Station	40 Dean Street	ca. 1876	Italianate		NR*
TAU.46	Reed, William and Chester House	44 Dean Street	ca. 1855	Federal/Cape		C*
TAU.47	Colby, Irving – Ferris, Melton House	50 Dean Street	1927	Colonial Revival		C*
TAU.48	Residence	52 Dean Street	1870	Early-Colonial Revival/Cape	3	C*
TAU.49	Thorpe – Witherell House	56 Dean Street	ca. 1885	Italianate	3	C*
TAU.50	Crossman House	60 Dean Street	ca. 1880	Second Empire		C*

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 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.51	Dean – Hartshorn House	68 Dean Street	ca. 1798	Federal		NR*
TAU.52	Newbury, Harriet House	80 Dean Street	ca. 1920	Colonial Revival		C*
TAU.54	Dean – Kingman House	88 Dean Street	ca. 1870	Italianate		C*
TAU.35	Nereo, Dr. Arthur House	11 Elm Street	ca. 1960	Colonial Revival		NC*
TAU.34	Fairbanks – Williams House	19 Elm Street	ca. 1852	Italianate		NR*
TAU.36	Johnson, Richard House	22 Elm Street	ca. 1950	Post-war Suburban Ranch		NC*
TAU.55	Leonard, George House	30 Leonard Court	ca. 1840; moved ca. 1870	Greek Revival		C*
TAU.900	Paine, Robert Treat Statue	Main Street & Summer Street	ca. 1902	N/A	2	C**
TAU.21	Morton Block	80 Main Street	ca. 1840	Federal		C**
TAU.3	Leonard Block	107 Main Street	1870	Second Empire		C**
TAU.75	Smith, Walter House	1 Prospect Street	1896	Queen Anne		C*
TAU.210	Residence	9 Prospect Street	ca. 1840; moved ca. 1900	Greek Revival		C
TAU.211	Reed, H. G. House	15 Prospect Street	ca. 1870	Second Empire		C
TAU.212	Clapp, Rev. Thomas House	35 Prospect Street	ca. 1730; moved ca. 1900	Federal		C
TAU.37	Dickerman, Henry A. House	63 Prospect Street	1908	Craftsman/ Four-Square		C*
TAU.58	A & P Supermarket	21 Spring Street	1949	Colonial Revival		NC*
TAU.918	Summer Street Bridge	Summer Street	1934	N/A		demolished
TAU.804	Neck of Land Cemetery	Summer Street	1687-1889	N/A		NR*
TAU.4	Taunton City Hall	15 Summer Street	1848; 1896	Gothic Revival, Renaissance Revival		C**
TAU.56	First National Store Building	23 Summer Street	1950	Modern		NC*
TAU.57	Taunton Inn	33 Summer Street	1929	Colonial Revival		C*
TAU.84	Barton, Charles E. House	40 Summer House	ca. 1859	Italianate		C*

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TAUNTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU. 83	Creedway Apartments	42 Summer Street	1925	Colonial Revival		C*
TAU.59	Tisdale, Henry W. House	43 Summer Street	ca. 1835	Federal		C*
TAU.82	Reed, William Hale House	44 Summer House	1890	Colonial Revival		C*
TAU.60	Brown, Thomas and James House	45 Summer Street	ca. 1825	Federal; later Gothic Revival		C*
TAU.81	Metropolitan Life Insurance Building	48 Summer Street	1958	Classical Revival		NC*
TAU.61	Howe, Dr. Charles House	49 Summer Street	ca. 1872	Italianate		C*
TAU.62	Williams – Pratt House	51 Summer Street	ca. 1825	Federal		C*
TAU.80	Williams – Dunbar House	54 Summer Street	1850	Federal		C*
TAU.79	Vickery – Baylies House	56 Summer Street	1830	Greek Revival		NR*
TAU.63	Dean, Abiezar House	57 Summer Street	ca. 1835	Federal		NR*
TAU.78	Church, Thomas L. House	58 Summer Street	ca. 1879	Queen Anne		C*
TAU.64	Catholic Middle School	59 Summer Street	1933	Classical Revival		C*
TAU.77	Vickery, Benjamin House	62 Summer Street	ca. 1875	Italianate		C*
TAU.65	Hall, J. W. D. House	65 Summer Street	1860	Italianate		C*
TAU.66	Barker, Anson J. House	67 Summer Street	1885	Gothic Revival		C*
TAU.76	Summer Street School	68 Summer Street	1917	Colonial Revival		C*
TAU.67	Field, Lewis E. House	71 Summer Street	1871	Colonial Revival		C*
TAU.68	Deane, Alta L. House	77 Summer Street	ca. 1905	Late-Italianate		C*
TAU.74	Godfrey, J. M. House	78 Summer Street	ca. 1850	Vernacular		C*
TAU.73	Carver, C. H. Shop	80 Summer Street	ca. 1850; altered ca. 1880	Vernacular		C*
TAU.72	Residence	86 Summer Street	ca. 1886	Colonial Revival/ Duplex		C*
TAU.71	Blake, Samuel House	90 Summer Street	ca. 1850	Italianate		C*
TAU.70	Neck of Land School	91 Summer Street	ca. 1850	Federal		C*
TAU.29	Bassett, C. J. H. House	2 Vine Street	ca. 1850	Greek Revival		C*

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TAUNTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

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 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.30	Tisdale, J. House	4 Vine Street	ca. 1850	Greek Revival		C*
TAU.31	Barker, Eleanor House	8 Vine Street	1966	Colonial Revival		NC*
TAU.33	Residence	9 Vine Street	ca. 1850	Vernacular Cottage		C*
TAU.32	Powers, Kenneth	10 Vine Street	1950	Modified Cape Cod		NC*

NR Property is Individually listed in the National Register

LHD Local Historic District

C Contributing property to the district

NC Non-contributing property to the district

* Property contributes to the Church Green Local Historic District

** Property contributes to the Church Green National Register Historic District and the Church Green Local Historic District

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TAUNTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

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Church Green, view looking east.



52 and 56 Dean Street, view looking northeast.

INVENTORY FORM A CONTINUATION SHEET

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TAUNTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

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20 Chestnut Street, view looking west.



35, 37, and 39 Ashland Street, view looking southeast.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TAUNTON CENTER AREA

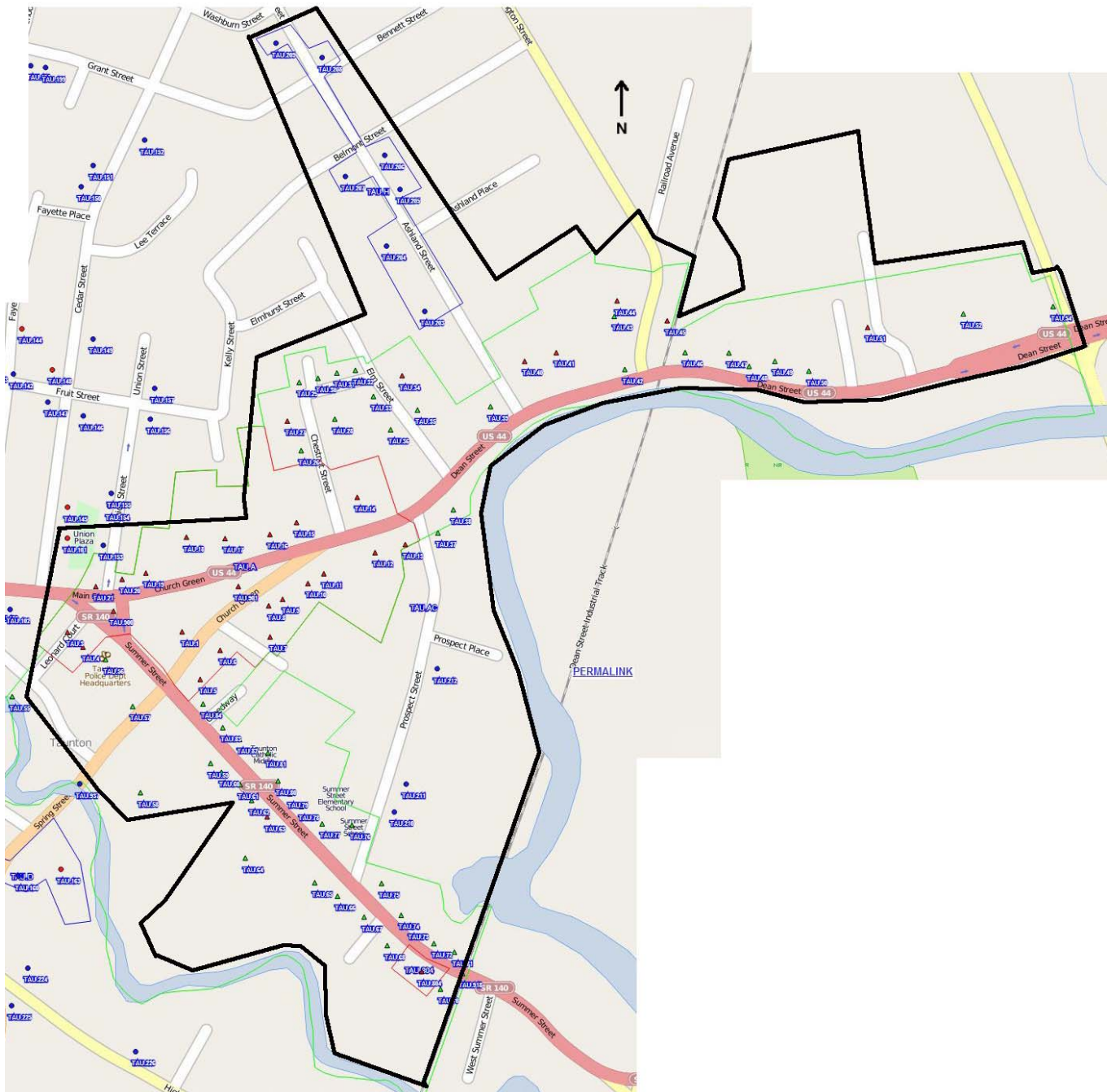
MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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See data sheet

AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta <http://maps.mhc-macris.net>

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TAUNTON CENTER AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Quinn R. Stuart, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012
The criteria that are checked in the above sections must be justified here.

The Taunton Center Area is recommended eligible for listing in the National Register under Criteria A and C at the local level in the area of Community Planning and Development and Architecture. Under Criterion A, the area is significant for its associations with the original settlement of Taunton at Church Green and the surrounding development of the early commercial and civic core of the city. The Church Green functioned as the earliest center of religious and governmental activity in the settlement, which today remain virtually unchanged. Under Criterion C, the area is significant as an intact collection of commercial, civic and high-style residential properties dating from the eighteenth- to the early twentieth century, including one of the earliest examples of Gothic Revival-style architecture in the City, the First Parish Church, and buildings designed by renowned architects, such as Richard Upjohn and Gustavus L. Smith. The proposed boundary primarily follows the existing Church Green Local Historic District boundaries, extending out to include Prospect Street and the Ashland Street Area. It encompasses the National Register listed Church Green Historic District (TAU.A)), which is encompassed in the larger Church Green Local Historic District (LHD) (TAU.AC), and the Ashland Street Area (TAU.H).

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (*neighborhood or village*):

Name of Area: High Street Area

Present Use: Residential

Construction Dates or Period: early-19th to early-20th c.

Overall Condition: Good

Major Intrusions and Alterations: None

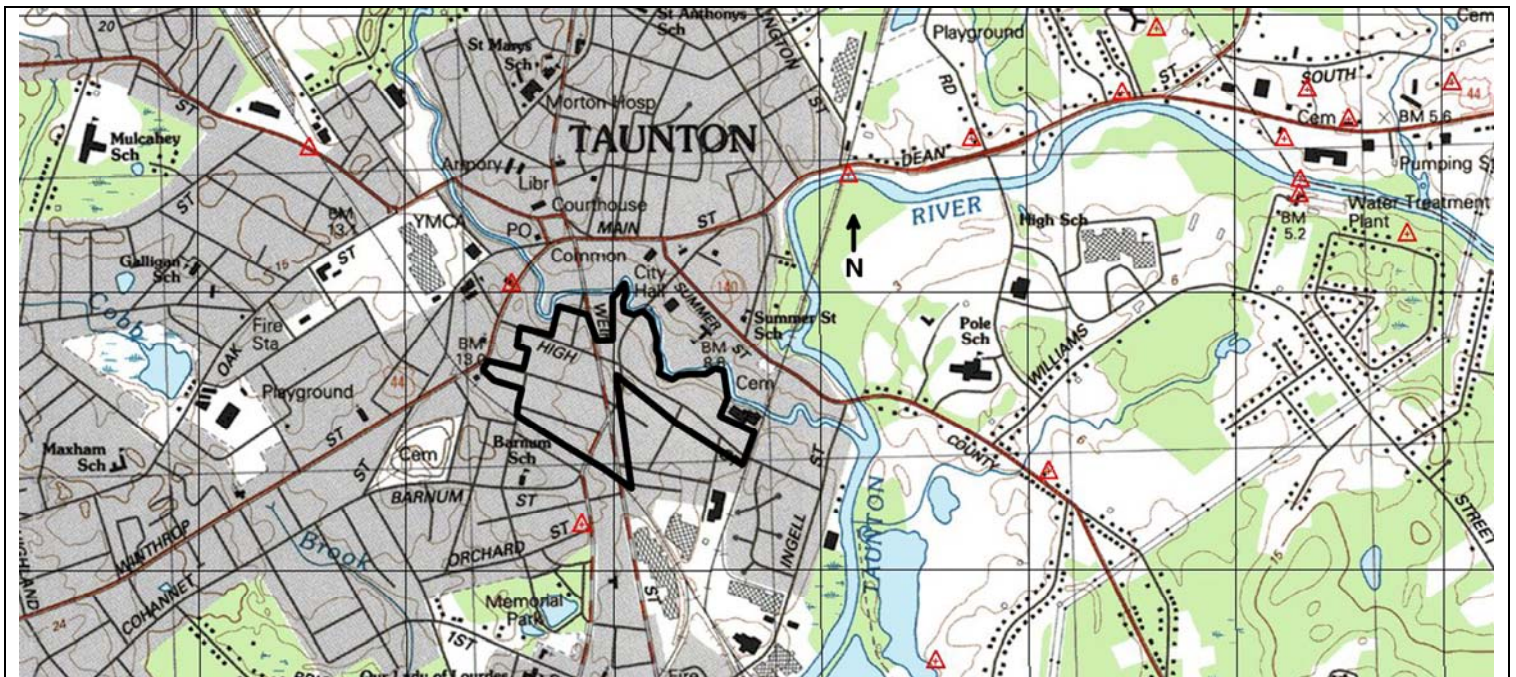
Acreage: Approx. 100

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HIGH STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The High Street Area is a residential neighborhood bounded by the Mill River to the north, the Stoughton Line right-of-way to the east, the Attleboro Secondary right-of-way to the south, and Winthrop Street to the west. The area is located primarily along High and Weir streets with extensions along Bow, Harrison, Spring and Webster streets, including approximately 75 properties. The High Street Area encompasses the previously surveyed Spring Street Area (TAU.D), Harrison Street Area (TAU.I), and Webster Street Area (TAU.J).

The majority of the historic buildings in the High Street Area are Victorian period Italianate and Queen Anne residences constructed between 1870 and 1910, although several examples of earlier Colonial, Federal, Greek Revival, Second Empire, and Italianate residences and a smaller number of early twentieth century styles such as Craftsman, English Revival, Colonial Revival and are also present. Most buildings retain a high degree of architectural integrity and minor alterations include window replacement and the installation of synthetic siding.

The oldest buildings are the James Sproat House at 9 Spring Street (TAU.160), a colonial period Cape constructed ca. 1760, and the two-and-one-half-story, center chimney house with end gable overhangs at 220 Weir Street (TAU.285), built ca. 1775. Two, two-and-one-half-story, center-hall plan Federal style houses exhibit different forms of the period, the John Holloway House at 10 Spring Street (TAU.161) built ca. 1830 with side gable roof and end chimneys, and the Mercy Williams House at 12 Spring Street (TAU.162), a built ca. 1825 with hipped roof. The Greek Revival style is well represented throughout the area, with one-and-one-half-story examples such as the A. Hunter House at 145 High Street (TAU.219) built ca. 1850 and the Lucius Williams House at 6 Spring Street (TAU.158), built ca. 1840, as well as the two-story G.L. Bosworth House, 8 Spring Street (TAU.159), constructed in brick ca. 1835. Many houses display transitional Greek Revival and Italianate detailing, with the best example being the Sarah A. Haskins House, 18 Harrison Street (TAU.231; NR listed 1984), which incorporates corner pilasters, wide frieze, cornice modillions, and a Doric porch. Houses in the Italianate and Queen Anne styles comprise the majority of the residential properties in the area, such as the large Edmund Bennett House at 46 Harrison Street (TAU.235) built as an estate residence in 1855. Other notable houses from this period include the sidehall Italianate style L.W. Wilmarth House at 32 Harrison Street (TAU.234) built ca. 1850 and the Second Empire style Hack Hanan House at 30 Harrison Street (TAU.233) built ca. 1860.

There are a few industrial and historic commercial buildings in the area, most notably two designed in the Italianate style, the imposing Albert Field Tack Company (TAU.163; NR listed 1984) built in 1868 and the H.B. Lothrop Store at 210 Weir Street (TAU.284; NR listed 1984) built ca. 1855.

Overall, while some buildings have been altered through window replacement and residing, original massing, details, and relationship of buildings to each other result in well-preserved historic streetscapes, both along the Weir and High streets corridors and the quieter residential side streets.

HISTORICAL NARRATIVE

The predominantly residential High Street Area (ca. 1850-1890) in central Taunton was settled starting in the early eighteenth century south of the Mill River, where landowners established farms and small-scale manufactories by the early eighteenth century. One of the first residents, James Sproat, built a Cape at 9 Spring Street (TAU.160) ca. 1760

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HIGH STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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where he held with extensive landholdings with a corn and cattle farmer named Thayer that they sold to new settlers. Sproat also owned a snuff mill on the Mill River at the site now occupied by Albert Field Tack Works (TAU.163) (T.W. 1979). Roswell Ballard further developed the industrial potential of the Mill River area through the construction of a wool carding and dyeing mill in the early eighteenth century. By the 1820s, the High and Weir streets area began to attract working and middle class residential construction as an outgrowth of the major iron and other industrial concentrations to the north and east on the Mill River and to the south along Weir Street. The A. Hunter House (TAU.219) was built ca. 1847 by a foreman at the Taunton Locomotive Works.

By 1850, residences along with a blacksmith shop and a Universalist Church, were clustered around the intersections of High, Weir, and Spring streets. This section of central Taunton developed rapidly with industries and nearby residential neighborhoods in the second half of the nineteenth century. Although Weir Street was a major north-south thoroughfare connecting with Taunton Green, this section remained primarily residential with a few scattered businesses such as blacksmith shop, bakery, and H.B. Lothrop Store at 210 Weir Street (TAU.284; NR listed 1984) built ca. 1855. The majority of the land along Webster and Harrison streets west of Weir Street was owned by two major industrialists, William Mason and Albert Field, and taken up by large estates such as that of the Edmund Bennett House at 46 Harrison Street (TAU.235). Like Sproat earlier in the nineteenth century, Field and Mason sold off house lots to home owners from the 1850s through 1870s.

The neighborhood were built up rapidly with working and middle class single-family houses. Residents were employed in the nearby Weir and central Taunton industries as treasurers, sales agents, bookkeepers, foremen, mill operators, machinists, and tack makers. The area also attracted a large population of businessmen and merchants who operated or were employed at businesses in central Taunton such as a milliner, travel agent, dry goods store owner, and physician (Winters 1979a, 1979b, 1979c; Adams 1861). Several carpenters and builders, likely engaged in the rapidly growing building trades also lived in the area.

The largest structure built in the area was the Albert Field Tack Company (TAU.163; NR listed 1984), a sprawling factory that supplanted the original industries off Spring Street in 1868 and provided one of the key local employment opportunities and economic incentives for the neighborhood's expansion in the late nineteenth century. Field began small-scale production in the 1820s in rooms leased from Roswell Ballard. By 1850, Field purchased the mill and was producing an expanded line of gimp and upholstery tacks, brads and shoe nails. He built the large office building in 1868 when products were being sold world-wide. The company expanded to occupy a second factory across the street and a third in Fairhaven, MA by the 1880s, and in 1896 was acquired by the Atlas Tack Company in 1896. It closed in 1902 and later was used for other purposes (Winters 1979d).

Limited new infill residential construction in the area occurred during the early twentieth century. Robert M. Leach, treasurer of one of the stove companies lived at 44 Harrison Street (TAU.236) in 1920. The area continues to remain as a primarily residential enclave south of Taunton Center.

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TAUNTON

HIGH STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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 See data sheet

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W., T.

1979a *MHC Form A: Spring Street Area (TAU.D)*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

1979b *MHC Form A: Harrison Street Area (TAU.J)*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

1979c *MHC Form A: Webster Street Area (TAU.I)*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

1979d *MHC Form B: Albert Field Tack Company (TAU.163)*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

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1858 *Bristol County, Massachusetts*. John L. Smith & Co., Boston, MA.

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AREA DATA SHEET

The following is a list of properties within the district that are included in the MHC Inventory.

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.D	Spring Street	Spring Street	1760 - 1870			C
TAU.I	Harrison Street	Harrison Street	1850 - 1900			C
TAU.J	Webster Street	Webster Street	1850 - 1900			C
TAU.237	Tucker, George W. House	8 Harrison Avenue	ca. 1855	Greek Revival		C
TAU.238	Love, J. Robert House	14 Harrison Avenue	ca. 1855	Gothic Revival		C
TAU.231	Haskins, Sarah A. House	18 Harrison Street	ca. 1852	Greek Revival, Italianate		NR
TAU.232	Atwood, G. T. House	27 Harrison Street	ca. 1870	Queen Anne (highly altered)		NC
TAU.233	Hack, Hanan House	30 Harrison Street	ca. 1860	Second Empire, Stick Style	4	C

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HIGH STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.234	Wilmarth, L. W.-Morse, H.W. House	32 Harrison Street	ca. 1850	Italianate		C
TAU.236	Leach, Robert M. House	44 Harrison Street	ca. 1902	Colonial Revival, Shingle Style		C
TAU.235	Bennett, Edmund Estate	46 Harrison Street	ca. 1855	Italianate		C
TAU.217	Lovering, W.C. House	140 High Street	ca. 1870; ca. 1920 remodelled	Second Empire		C
TAU.218	Atwood, George B. House	141 High Street	ca. 1850	Greek Revival		C
TAU.219	Hunter, A. House	145 High Street	ca. 1847	Greek Revival		C
TAU.220	Perrin-Godfrey House	147 High Street	ca. 1854	Italianate		C
TAU.221	Hayward, Dr. J. W. House	148 High Street	ca. 1875	Stick Style		C
TAU.222	Residence	151 High Street	ca. 1940	English Revival		C
TAU.223	Townsend, William House	154 High Street	ca. 1885	Queen Anne		C
TAU.224	White, Esther S. and White, Lloyd House	170 High Street	ca. 1915	Craftsman		C
TAU.225	Field, Henry Jr. House	175 High Street	ca. 1873	Queen Anne		C
TAU.226	Coyle House	196 High Street	ca. 1800	Vernacular		C
TAU.227	Williams, A. G. House	215 High Street	ca. 1885	Colonial Revival, Queen Anne		C
TAU.228	Walker, G. L. House	218 High Street	ca. 1890	Queen Anne, Shingle Style	2	C
TAU.229	William, Enos D. House	220 High Street	ca. 1890	Queen Anne		C
TAU.158	Williams, Lucius M. House	6 Spring Street	ca. 1840	Greek Revival	3	C
TAU.159	Bosworth, G. L House	8 Spring Street	ca. 1835	Greek Revival	3	C
TAU.160	Sproat House	9 Spring Street	ca. 1760	Federal	7	C
TAU.161	Holloway, John House	10 Spring Street	ca. 1830	Federal, Colonial Revival		C
TAU.162	Williams, Mercy – Caswell, Elijah House	12 Spring Street	ca. 1825	Federal, Italianate		C

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TAUNTON

HIGH STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.163	Field, Albert Tack Works	19 Spring Street	ca. 1868	Italianate	6	NR
TAU.245	McNamara, Catherine House	2 Webster Street	ca. 1889	Queen Anne	5	C
TAU.246	Godfrey, Gordon H. House	7 Webster Street	ca. 1885	Italianate		C
TAU.247	Residence	10 Webster Street	ca. 1860	Italianate		C
TAU.248	Curtis, C. House	13 Webster Street	ca. 1865	Italianate, Queen Anne		C
TAU.249	Hood, A. S. House	16 Webster Street	ca. 1860	Italianate		C
TAU.282	Morey – Dickerman House	114 Weir Street	1828	Federal		C
TAU.283	Caswell, B. House	146 Weir Street	ca. 1850	Greek Revival		C
TAU.284	Lothrop, H. B. Store	210 Weir Street	ca. 1855	Italianate		NR
TAU.285	Residence	220 Weir Street	ca. 1775	Georgian		C
TAU.287	Residence	258 Weir Street	ca. 1905	Queen Anne		C

C Contributing property
NC Non-contributing property
NR National Register listed property

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HIGH STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



218 and 220 High Street (l-r), looking northwest.



6 and 8 Spring Street (l-r), looking northwest.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HIGH STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

[See data sheet](#)



28 and 30 Harrison Street (l-r), looking south.



2, 4, 6, 8, Webster Street (l-r), looking southwest.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HIGH STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet



Albert Field Tack Company, 19 Spring Street, looking southeast.



Sproat House, 9 Spring Street, looking east.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HIGH STREET AREA

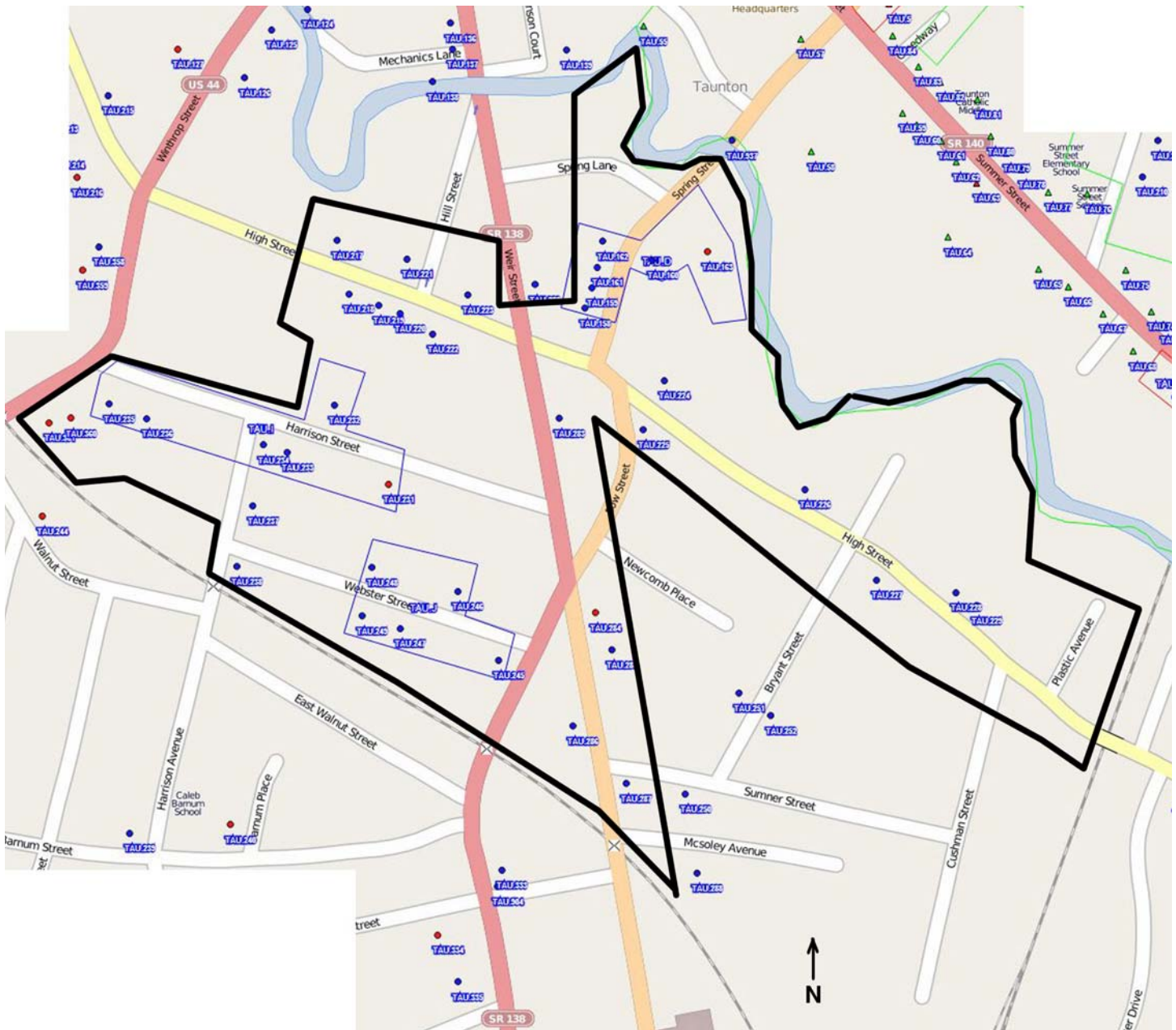
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta <http://maps.mhc-macris.net/>

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HIGH STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☐ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Quinn R. Stuart and Virginia H. Adams, PAL, Pawtucket, RI, December 2012
The criteria that are checked in the above sections must be justified here.

The High Street Area is eligible for listing in the National Register of Historic Places at the local level under Criterion A in the areas of Community Development for important associations with nineteenth-century working and middle class residential development associated with Taunton's major industrial expansion in the second half of the century; and under Criterion C in the area of Architecture for its excellent collection of well-preserved residential architecture from ca. 1760 to ca. 1940, primarily notable for fine examples of Greek Revival and Italianate style architecture constructed between ca. 1830 and ca. 1880.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (*neighborhood or village*): Whittenton

Name of Area: Whittenton Mills Area

Present Use: Residential

Construction Dates or Period: mid-19th c. to late-19th c.

Overall Condition: Good

Major Intrusions and Alterations: None. Some individual building modifications have occurred as noted in text.

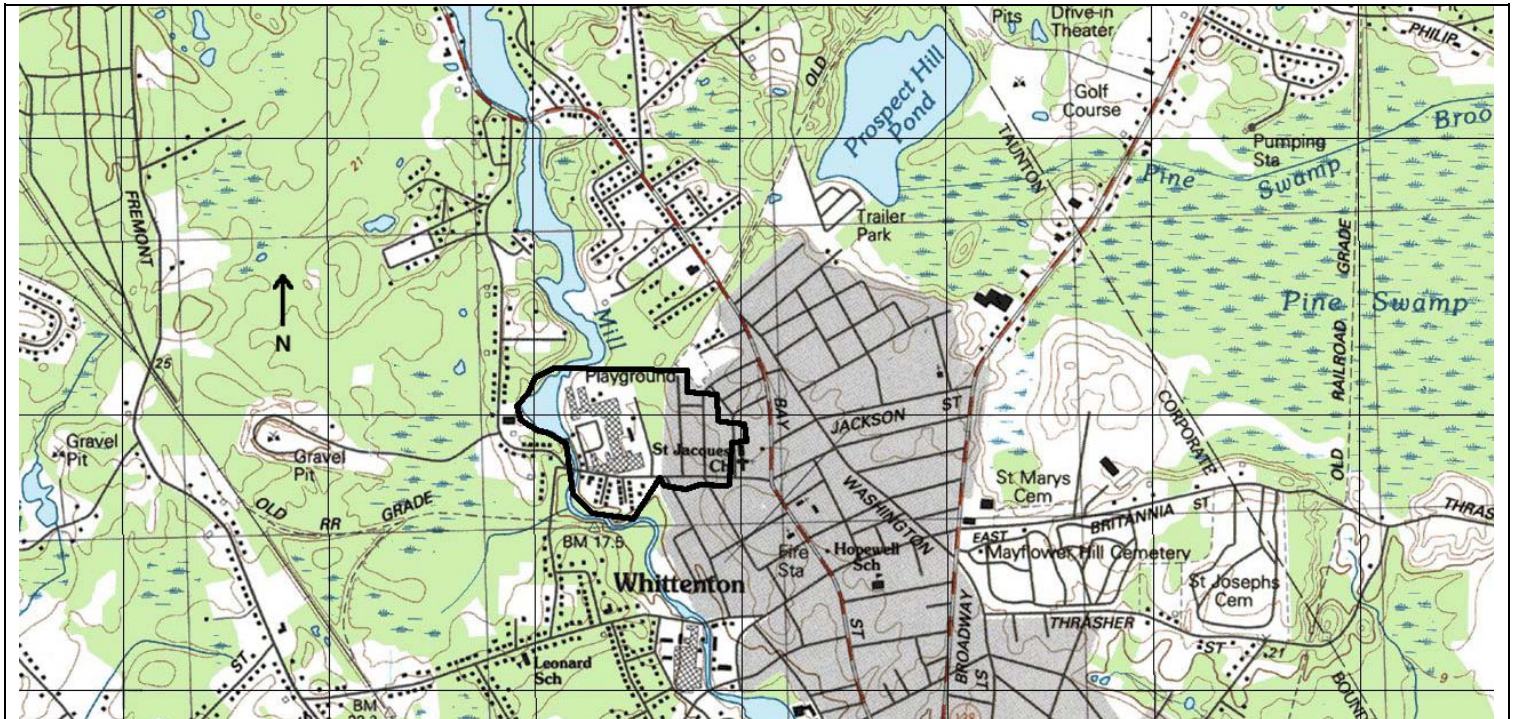
Acreage: Approx.60

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TAUNTON

WHITTENTON MILLS AREA

Area Letter Form Nos.

See data sheet

- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Whittenton Mills Area is centered on Whittenton Street, east of the Mill River, and spans the MBTA Whittenton Railroad Branch right-of-way. The area encompasses 86 residential, commercial, and industrial properties associated with the Whittenton Mills Complex (TAU.T), but not included within the district when it was listed in the National Register as a Historic District in 1984 as part of the Taunton Multiple Resource Area (MRA).

The area primarily consists of modest, nineteenth-century, one-and-one-half-story, wood-frame, identical worker housing that forms distinct streetscapes along First, Second, Third, Fourth, and Fifth avenues. Examples include Greek Revival style duplexes with side gable roofs, shed dormers, and interior chimneys such as 8 First Avenue (TAU.482) and 3 Fourth Avenue (TAU.477), as well as similar Greek Revival style single-family residences with front or side gable roofs such as 21 Third Avenue. A row of six, two- to two-and-one-half-story apartment buildings were constructed on the north side of Whittenton Street between Fourth and Fifth avenues in the early twentieth century. These multi-family units differed from the residences on First through Fifth avenues in that the living units were not arranged side-by-side, but stacked vertically. One boarding house constructed in the mid-nineteenth century is located at the west end of the area at 426 Whittenton Street (TAU.483) and is the only remaining structure of its kind within the area. Although many of the houses in the area have been altered by window and door replacement and the installation of synthetic siding and additions, the buildings retain their original arrangement and the area retains its setting of compact housing with direct views of the mill.

Beside residential buildings, the area also includes a number of associated industrial and commercial buildings along Whittenton Street. The former Whittenton Manufacturing Company Stable at 436 Whittenton Street (TAU.484) is an Italianate-style building constructed ca. 1860 and converted into retail space and storage. Further east on Whittenton Street is a block of one-to-three-story wood-frame and brick commercial buildings and warehouses; including a late-nineteenth-century market at 336 Whittenton Street (TAU.476), Poole Silver Company complex at 324 Whittenton Street (ca.1895) (TAU.475), and late-nineteenth-century mixed-use commercial and residential properties such as 33D and 292 Whittenton Street. There is limited modern infill, such as the mid- to late-twentieth-century food mart at 309 Whittenton Street. The majority of buildings in the area are intact. A few buildings are no longer extant including the Whittenton Railroad Station. The station was located on the north side of Whittenton Street, east of the railroad tracks, and was demolished in the 1940s.

HISTORICAL NARRATIVE

The Whittenton Mills Area, formerly known as Ancient Whittenton, was first settled in the mid-seventeenth century and was the site of a small manufacturing village. James Leonard established the earliest industry, the Whittenton Forge, in 1669 on the current site of the Whittenton Mills Complex. The forge produced iron products under the control of the Leonard family for over 150 years.

In 1805 iron manufacturing in Whittenton ceased and was replaced with a nail factory established by Samuel Crocker, Thomas Bush, and Charles Richmond. Crocker and Richmond, former employees at the Leonard forge, and Bush expanded the factory soon after its founding to include a spinning house for textiles (not extant). The manufacturing of textiles began as a cottage industry in the area; the yarn spun at the mill was provided to nearby farmers' homes to be woven on hand looms. However, with the distribution of the Slater looms in the 1810s, weaving became a full-scale

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WHITTENTON MILLS AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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manufacturing industry at Whittenton. Crocker and Richmond, along with other investors, formed the Taunton Manufacturing Corporation in 1824 with interests in copper rolling, iron, and cotton and wool manufacturing in Taunton, which included the Whittenton Mill. At that time, Whittenton Mill's landholdings included the complex's industrial buildings and several ca. 1830-1840 tenements along First and Second avenues south of Whittenton Street, directly opposite the mill complex. The corporation dissolved after 10 years and the Whittenton Mills, owned by James K. Mills and Co. of Boston, came under the management and partial ownership of Willard Lovering by 1836. Lovering, an experienced textile manufacturer from Providence and Woonsocket, RI, and his three sons purchased the mill in 1858 and invested in the development and expansion of the complex (MHC 1981; Fitch 1980; Winters 1979a).

The Loverings expanded both the mill complex and the surrounding area to include approximately 30 mill buildings "powered by both water wheels and Corliss steam engines," and over 200 company-owned tenements (Winters 1979a). Planned streets were laid out and additional tenements were constructed on Third, Fourth, and Fifth avenues east of the mill complex ca. 1860 for the growing population of immigrant, primarily French Canadian, employees. In addition to the improvements to the mill complex and housing, the Loverings installed a horse-drawn street railcar system in the 1860s and 1870s. The system formed a loop that linked Taunton Green to the south via major roads including Broadway, Bay, Whittenton, Warren and West Britannia streets. The system allowed the Whittenton population easier access to other areas in Taunton, and also expanded the available work force to include more remote areas of city. Whittenton Mills and its holdings were sold by Willard Loverings heirs in 1910 to the Lynne family of Boston, who later auctioned the company-owned housing in 1920 (Winters 1979a; MHC 1981).

Commercial ventures independent from the mill developed along the south side of Whittenton Street between Cottage and Fifth avenues in the late-nineteenth century to support the mill worker population. By 1893, the block included a diner, multiple storefronts, general market, billiard room and saloon, barber shop, shoe shop, and fruit and meat markets. It also included the Poole, Roche & Co., a silver plating manufacturing company that produced Britannia ware, a product similar to pewter that gained popularity in the mid-nineteenth century. The company was organized by George Poole and Edward F. Roche in 1892 and took on a third partner, Louise Busiere, soon after. They built a factory on Whittenton Street in 1893 that had expanded to its present form by the 1930s. Poole's sons assumed control of the business after Poole's death. Poole's sons retired in 1946 and sold the business to an investment group lead by Sidney Kane of Providence, RI. Under new management, the company expanded to include a sterling silver department in 1946 and a brass division in 1964. The Poole Silver Company joined the Towle Manufacturing Co. of Newburyport, MA, makers of sterling and silver plated flatware, in the 1970s. The property is currently vacant (Everts and Richards 1895; Sanborn 1893, 1937; Winters 1979d).

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INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WHITTENTON MILLS AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.T	Whittenton Mills Complex	Whittenton Street	1805 - 1895		2	NR
	Whittenton Manufacturing Company Worker Housing	4 First Avenue	ca. 1830	Greek Revival		C
TAU.482	Whittenton Manufacturing Company Worker Housing	8 – 10 First Avenue	ca. 1830	Greek Revival		C
TAU.477	Whittenton Manufacturing Company Worker Housing	1.5 – 3 Fourth Avenue	ca. 1830	Greek Revival		C
TAU.480	Whittenton Manufacturing Company Worker Housing	1 – 3 Second Avenue	ca. 1860	Gothic Revival	3	C
	Whittenton Manufacturing Company Worker Housing	21 Third Avenue	ca. 1860	Greek Revival	5	
TAU.476	Commercial	Whittenton Street	ca. 1890	N/A		C
TAU.475	Poole Silver Company	Whittenton Street	1893	Richardsonian Romanesque	6	C
TAU.491	Whittenton Manufacturing Company	Whittenton Street	1878			C
TAU.492	Whittenton Manufacturing Company Dying Rooms	Whittenton Street	1857			C
TAU.488	Whittenton Manufacturing Company Offices	Whittenton Street	1858			C
TAU.486	Whittenton Manufacturing Company Picker House	Whittenton Street	1880			C

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WHITTENTON MILLS AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.490	Whittenton Manufacturing Company Pickering # 3	Whittenton Street	1878			C
TAU.487	Whittenton Manufacturing Company Storage	Whittenton Street	1858			C
TAU.493	Whittenton Manufacturing Company Storehouse	Whittenton Street	1895			C
TAU.489	Whittenton Manufacturing Company Waste House	Whittenton Street	1880			C
TAU.485	Whittenton Manufacturing Company Weave House	Whittenton Street	1880			C
TAU.478	Whittenton Manufacturing Company Worker Housing	311 Whittenton Street	ca. 1875	Italianate		C
TAU.479	Residence	372 Whittenton Street	ca. 1840	Greek Revival		C
TAU.481	Whittenton Manufacturing Company Worker Housing	410 Whittenton Street	ca. 1830	Greek Revival	4	C
TAU.483	Whittenton Manufacturing Company Worker Housing	426 – 428 Whittenton Street	ca. 1830	Federal		C
TAU.484	Whittenton Manufacturing Company Stables	436 Whittenton Street	ca. 1860	Italianate		C

NR Property is listed in the National Register
C Contributing property to the district
NC Non-contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TAUNTON

WHITTENTON MILLS AREA

Area Letter Form Nos.

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Whittenton Manufacturing Company Weaving House, view looking northeast.



1-3 Second Avenue, view looking northwest.

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TAUNTON

WHITTENTON MILLS AREA

Area Letter Form Nos.

See data sheet



410 Whittenton Street, view looking southeast.



21 Third Avenue, view looking east.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

TAUNTON

WHITTENTON MILLS AREA

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Poole Silver Company, view looking southwest.

INVENTORY FORM A CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

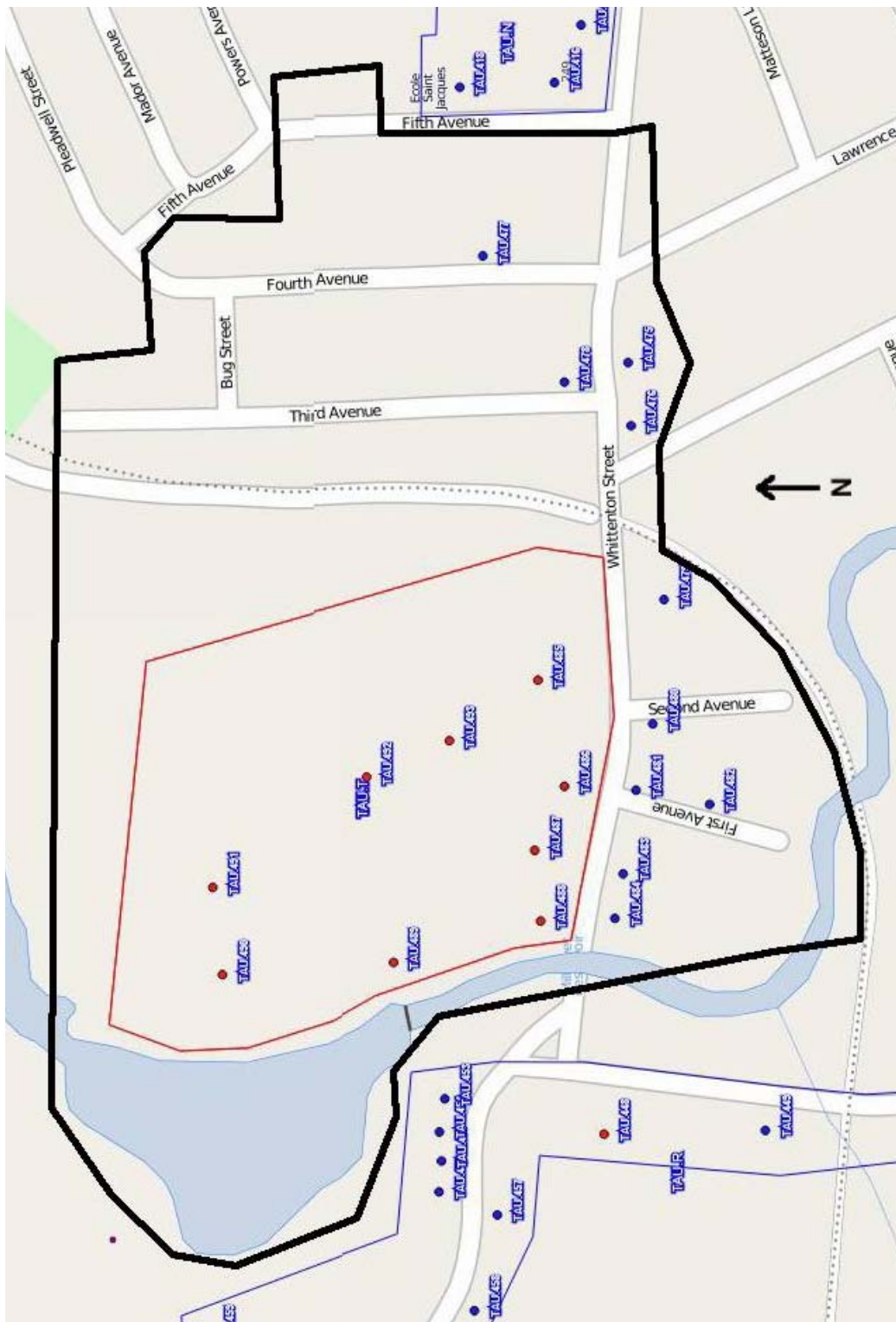
TAUNTON

WHITTENTON MILLS AREA

Area Letter Form Nos.

See data sheet

AREA MAP



● MHC Inventory

● National Register Listed

— = area boundary

*not to scale

Information from MACRIS
Maps 2.0 Beta

<http://maps.mhc-macris.net/>

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WHITTENTON MILL AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Quinn R. Stuart, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012
The criteria that are checked in the above sections must be justified here.

The Whittenton Mills Area is recommended eligible for listing in the National Register at the local level under Criterion A in the area of Community Planning and Development for its associations with the nineteenth-century industrial development of Taunton and under Criterion C in the area of Architecture as a highly intact example of a nineteenth-century mill village in Taunton. The area encompasses 86 residential, commercial, and industrial properties associated with the Whittenton Mills Complex (TAU.T), but not included within the district when it was listed in the National Register as a Historic District in 1984 as part of the Taunton Multiple Resource Area.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

Taunton

See data
sheet

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (*neighborhood or village*): Britanniaville

Name of Area: Reed and Barton Worker Housing Area

Present Use: Residential

Construction Dates or Period: mid-19th c. to late-19th c.

Overall Condition: Good

Major Intrusions and Alterations: None

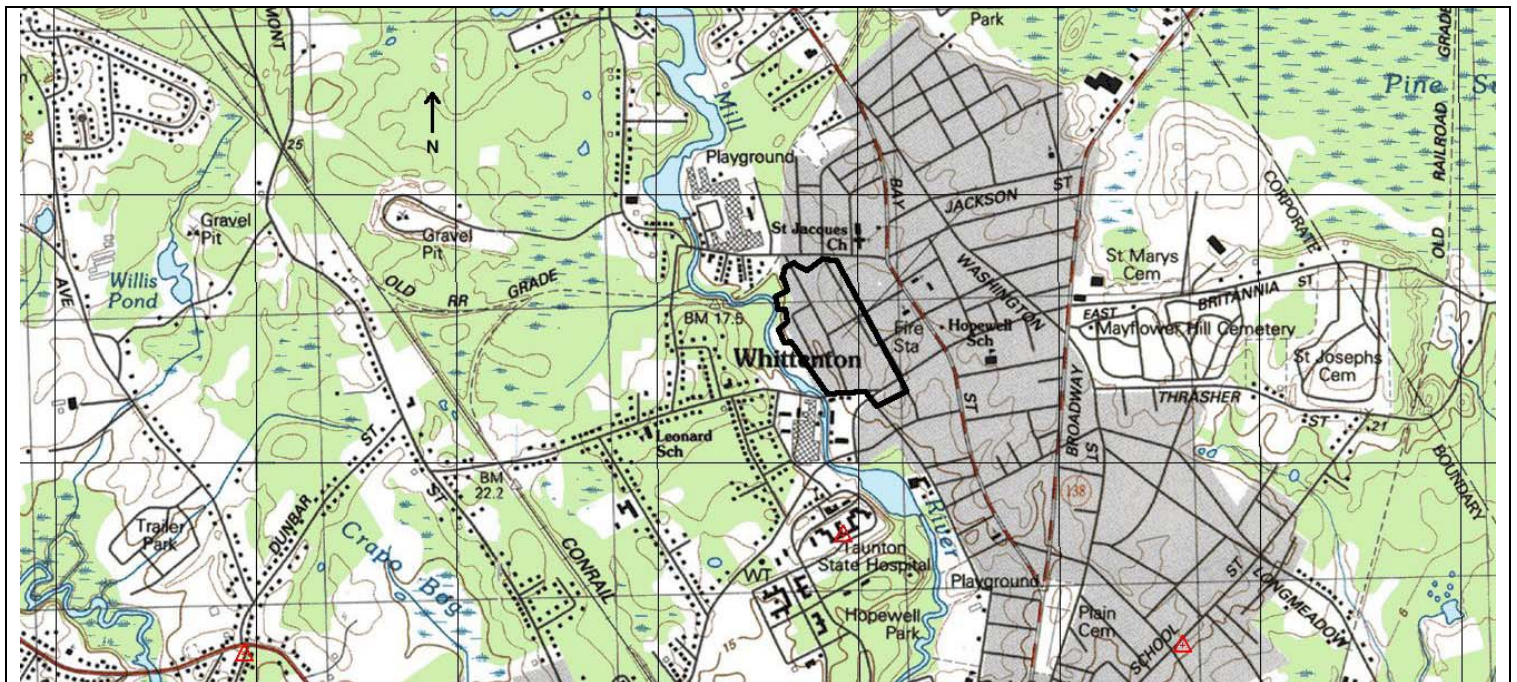
Acreage: Approx. 25

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Reed and Barton Worker Housing Area is a compact neighborhood of worker housing located along Meadow, Cottage, and Lawrence streets, to the southeast of the MBTA Whittenton Branch right-of-way. The area is located to the northeast of the Reed and Barton Complex (TAU.Q; National Register listed, Taunton Multiple Resource Area (MRA) (1984)). The Thomas Nichols Three-Decker District (TAU.AI; National Register listed, Taunton MRA, 1984) is located within the village boundary. In total, the area encompasses 117 properties, of which 113 contribute to the historic character and significance of the area.

The Reed and Barton Worker Housing Area developed primarily in the nineteenth and early twentieth centuries with one-and-one-half- to two-and-one-half-story, wood-frame residences, a common type of worker housing constructed in Taunton during this period. The majority of the buildings exhibit the Greek Revival or Italianate style in varying degrees of ornamentation, with a few examples of the Two-Decker building type. Three Three-Decker houses along West Britannia Street (TAU.433, TAU.434, TAU.435), including the Thomas Nichols Three-Deckers built in 1914, are a less common form found in Taunton. Single-family, side-hall plan, duplexes, and Two-Decker housing was more popular, such as those located along Cottage Street (TAU.472, TAU.470, and TAU.471). Among the other residences on Cottage Street is a group of 12 cottages (7-24 Cottage Street) built by the Reed and Barton Company for its employees in the late nineteenth century. This collection of houses represents two distinct forms, the side-hall cottage and the duplex. Reed and Barton later built more examples of these types as well as Two-Deckers in the area.

Many of the houses on the north side of West Britannia Street were the residences of owners and operators of the Reed and Barton Company and display higher degrees of ornamentation than those on Cottage and Lawrence streets. The Greek Revival style house at 69 West Britannia Street was constructed ca. 1860 for George Brabrook, a partner in the company. The house at 79 West Britannia Street was built ca. 1840 and occupied by Nathan Lawrence who worked as a laborer, then overseer, and finally as superintendant of the Britannia Department at Reed and Barton. Not all the residents of this portion of West Britannia Street worked for Reed and Barton, however; James D. Albrow, who owned a grocery on Bay Street, built the house at 95 West Britannia Street ca. 1880.

A few properties scattered within the Reed and Barton Worker Housing Area are mixed-use buildings constructed in the late nineteenth century that housed shops on the first story and residences above. Most of these structures were later modified to convert the commercial spaces into additional housing. One of the largest buildings in the area, 7 Lawrence Avenue, was used as a recreation center in the 1930s, later as the hall for the Catholic Order of Foresters in 1950, and has since been converted into apartments. The Whittenton Substation was built at the corner of Meadow Place and Meadow Street in 1930, demolishing at least four nineteenth-century workers' houses. The brick, Classical Revival-style substation, although small in size, is one of the most elaborately designed buildings in the district with a pedimented, limestone door surround, brick quoins, and deep cornice. A panel in the parapet on the east (facade) elevation reads "1930." Over time, buildings in the area have been altered to meet current needs, and some have been converted from single-family to multi-family use. However, most retain their original massing and form, and several have intact exterior material, contributing to the unified character of the historic mill-related industrial neighborhood.

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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HISTORICAL NARRATIVE

The Reed and Barton Worker Housing Area is an intact grouping of mid-nineteenth-century structures that provide a strong link to working-class life in a mill village in Taunton into the mid-twentieth century, and the neighborhood retains strong associations with the adjacent Reed and Barton Mill Complex. The area, known as Britanniaville, is one of Taunton's first industrial villages established in 1830 by the construction of the Taunton Britannia Manufacturing Company building on the north side of the Mill River. Several factories and forges were already in production in the area surrounding the Britannia Company site, including the Whittenton Mill (1805) to the north and Hopewell Iron Works (ca.1739) to the south. The Taunton Britannia Manufacturing Company closed about 1835 and left a portion of the holdings and its equipment to two employees, Henry G. Reed and Charles E. Barton. Reed and Barton, with the aid of their partner Gustavus Leonard, re-established a Britannia works on its existing site. The company became internationally known for their Britannia ware and expanded into the sterling silver market in the late nineteenth century. Encouraged by the success of Reed and Barton, rival companies, including Rogers Silverware on West Waters Street in Taunton and Poole Silver on nearby Whittenton Street near Lawrence Street, were established in the late nineteenth century. These companies drew from the concentration of skilled metal workers in the area, who were essential to business success. Industry in Taunton, primarily in the textile sector, declined after World War II; however Reed and Barton remained a thriving business and is still internationally known for their product (MHC 1981).

With the establishment of the Taunton Britannia Manufacturing Company at this location in 1830 came the steady development of a village to house its workers. After Reed and Barton took over control in 1835, the factory grew exponentially between 1860 and 1880 with the addition of multiple buildings to the complex, and the residential neighborhood expanded. By 1881 Lawrence, State, and the north end of Cottage streets were laid out, and housing lots were planned. By 1895 more than half of these lots were built upon, and Meadow Street and Meadow Avenue were added. A streetcar system that linked the Taunton Green to the south via major roads including Broadway, Bay, Whittenton, and West Britannia streets was installed in the 1870s. The system allowed easier access for the Britanniaville population to other areas of Taunton, further aiding in the rapid development of the area. During the ensuing decades into the early twentieth century, working class housing filled in vacant lots in the city's mill villages along these transit lines, while upper class neighborhoods developed elsewhere (Dunbar 1836; Beers 1871; Walker 1881; Everts and Richards 1895; MHC 1981; Fitch 1983).

The late-nineteenth-century population of Britanniaville, similar to the nearby Whittenton neighborhood, was comprised primarily of French Canadian and Polish immigrant mill workers who were also primarily Catholic. With the growth of this particular group of immigrants came the establishment of multiple Catholic churches and religious organizations in the surrounding area, including the Catholic Order of Foresters. This fraternal organization, originally founded by Irish Catholics to provide insurance benefits to its members, had a meeting hall at 7 Lawrence Street that was later converted into a recreation center for the neighborhood (MHC 1981; Winters 1981; Sanborn 1950).

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INVENTORY FORM A CONTINUATION SHEET TAUNTON: REED AND BARTON WORKER HOUSING

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

 See data sheet

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.AI	Nichols, Thomas Three-Deckers	80-88 West Britannia Street	1914	Italianate/ Three-Decker		NR
	Reed and Barton Worker Housing	7 Cottage Street	ca. 1860	Greek Revival		C
	Reed and Barton Worker Housing	8 Cottage Street	ca. 1850	Vernacular		
TAU.469	Reed and Barton Worker Housing	9 Cottage Street	ca. 1860	Greek Revival		C
	Reed and Barton Worker Housing	10 Cottage Street	ca. 1880	Italianate – altered		C
	Reed and Barton Worker Housing	11 Cottage Street	ca. 1860	Greek Revival		C
	Reed and Barton Worker Housing	13 Cottage Street	ca. 1860	Greek Revival/ Duplex		C

INVENTORY FORM A CONTINUATION SHEET TAUNTON: REED AND BARTON WORKER HOUSING

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Reed and Barton Worker Housing	16 Cottage Street	ca. 1870	Italianate		C
TAU.470	Reed and Barton Worker Housing	17 Cottage Street	ca. 1860	Greek Revival/ Duplex	2	C
	Reed and Barton Worker Housing	18 Cottage Street	ca. 1870	Italianate – altered		C
	Reed and Barton Worker Housing	23 Cottage Street	ca. 1860	Greek Revival/ Duplex	2	C
	Reed and Barton Worker Housing	24 Cottage Street	ca. 1870	Italianate – altered		C
TAU.471	Reed and Barton Worker Housing	27 Cottage Street	ca. 1890	Vernacular/ Two-Decker	3	C
TAU.472	Reed and Barton Worker Housing	28 Cottage Street	ca. 1870	Italianate		C
	Residence	43 Cottage Street	ca. 1890	Queen Anne – altered	4	C
	Recreation Center – Residence	7 Lawrence Street	ca. 1920	Vernacular		C
	Whittenton Substation	corner of Meadow Street and Meadow Place	1930	Classical Revival		C
	Burns, David House	55 West Britannia Street	ca. 1890	Queen Anne – altered	1	C
TAU.432	Burbank, Jahaziah House	61 West Britannia Street	ca. 1849	Greek Revival-Italianate	1	C
TAU.433	Nichols, Thomas Three-Decker	68 West Britannia Street	1914	Italianate - altered/ Three-Decker		NR
	Brabrook, George House	69 West Britannia Street	ca. 1860	Greek Revival	1	C
	Lawrence, Nathan House	79 West Britannia Street	ca. 1840	Federal – altered		C
TAU.434	Nichols, Thomas Three-Decker	80 West Britannia Street	1914	Italianate/ Three-Decker		NR
TAU.435	Three Decker	88 West Britannia Street	1914	Italianate - altered/ Three-Decker		C
	Albro, James D. House	95 West Britannia Street	ca. 1880	Vernacular		C

NR Property is listed in the National Register of Historic Places
C Contributing property to the district
NC Non-contributing property to the district

MASSACHUSETTS HISTORICAL COMMISSION

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Area Letter Form Nos.

See data sheet



17 and 23 Cottage Street, view looking southeast.



25, 27, and 29 Cottage Street, view looking northeast.

MASSACHUSETTS HISTORICAL COMMISSION

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[See data sheet](#)



Residences on Cottage Street, view looking northeast.



Residences on Meadow Street, view looking northwest.

TAUNTON: REED AND BARTON WORKER HOUSING

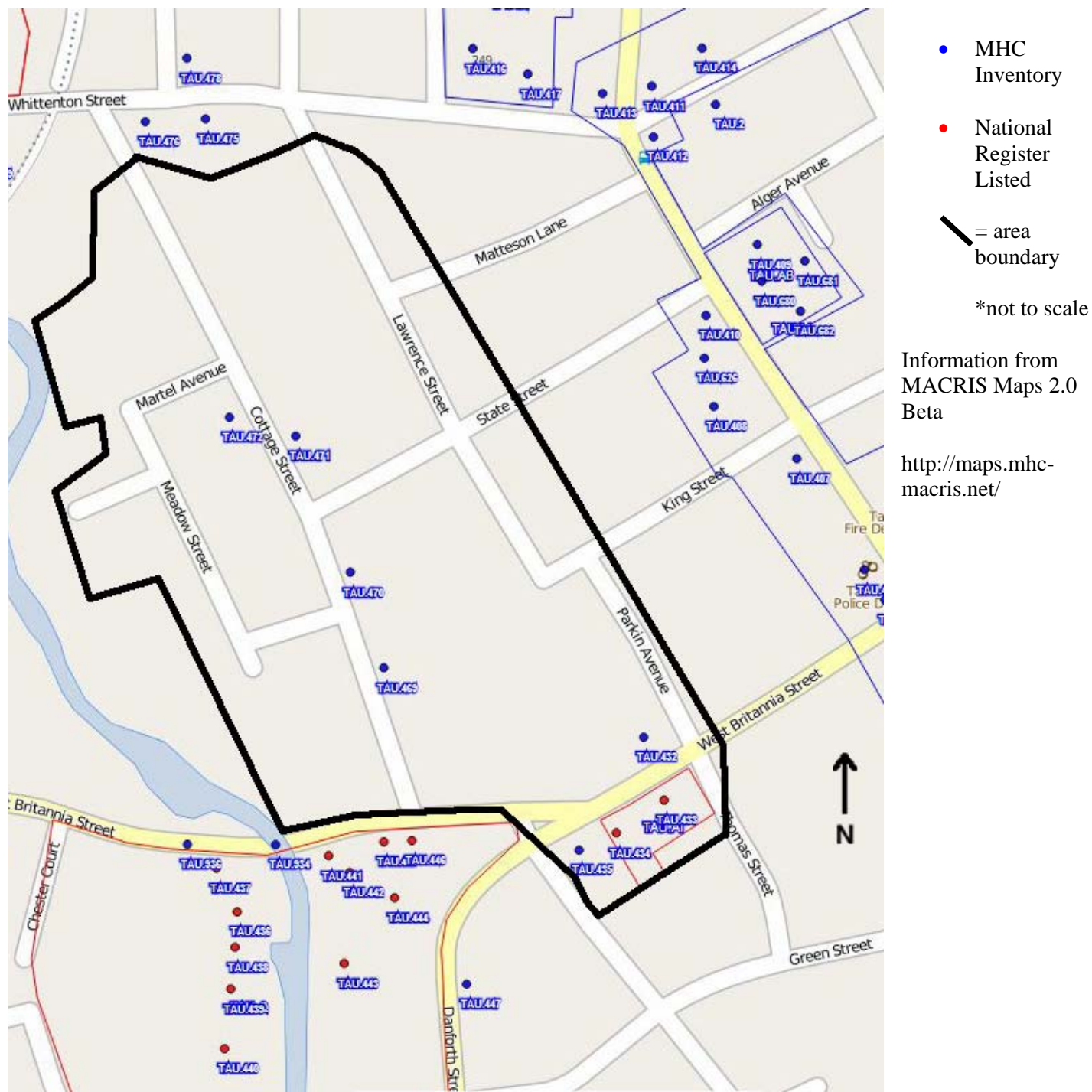
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

AREA MAP



INVENTORY FORM A CONTINUATION SHEET

TAUNTON

REED AND BARTON
WORKER HOUSING

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Quinn R. Stuart, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Reed and Barton Worker Housing Area is recommended eligible for listing in the National Register at the local level under Criterion A in the area of Community Planning and Development for its associations with the industrial and residential development of Taunton, specifically the nearby Reed and Barton Complex (TAU.Q; NR listed, Taunton MRA, 1984), and under Criterion C in the area of Architecture as a good and intact example of a nineteenth-century mill village in Taunton, including the Thomas Nichols Three-Decker District (TAU.AI; NR listed, Taunton MRA, 1984) and a range of single and multi-family housing types and styles.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (*neighborhood or village*): Whittenton

Name of Area: Ancient Whittenton Area

Present Use: Residential

Construction Dates or Period: 1730 to late-19th c.

Overall Condition: Good

Major Intrusions and Alterations: None

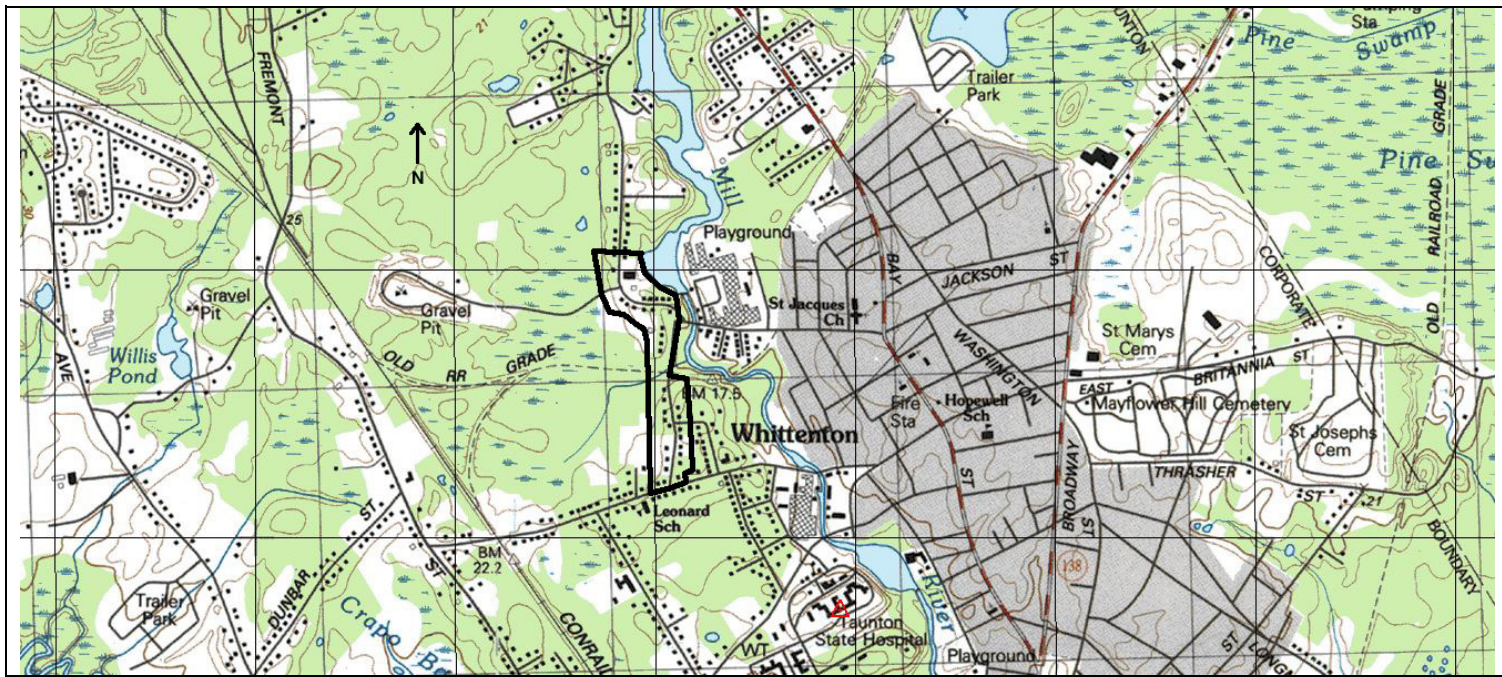
Acreage: Approx. 22

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

ANCIENT WHITTENTON AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Ancient Whittenton Area (MHC No. TAU.R) is a linear area roughly one-half-mile in length located on Whittenton and Warren streets, which intersects the Whittenton Branch railroad right-of-way at the Warren Street railroad crossing. The area encompasses 41 properties, of which 27 contribute to the historic and architectural significance of the area. One of the properties, the Capt. James Leonard House at 3 Warren Street (TAU.448), was listed individually in the National Register in 1984 as part of the Taunton Multiple Resource Area (MRA).

The houses primarily consist of Cape Cod Cottages, worker housing duplexes, and higher style residences dating to the eighteenth and nineteenth centuries. At least four houses constructed in the eighteenth century still exist in the area, of which the earliest is the James Leonard House at 487 Whittenton Street (TAU.453). The Leonard House was originally built ca. 1730 and has been altered, but still retains its gambrel roof form. Other early homes in the area include the Georgian style Captain James Leonard House at 3 Warren Street (TAU.448) constructed in 1752 and the residences at 493 and 505 Whittenton Street (TAU.454, TAU.456). The houses at 493 and 505 Whittenton Street were originally erected as Georgian-style Capes ca. 1780 and were later modified into duplex worker housing. This group of worker housing located along Whittenton Street also includes multiple Greek Revival style and vernacular cottages. These cottages were designed in various forms ranging from one-and-one-half-story duplexes such as 499 Whittenton Street (TAU.455) to two-story, multiple-family structures such as 513 Whittenton Street.

The majority of the higher style residences in the area were constructed during the nineteenth century and represent a variety of popular domestic styles in varying degrees of applied Greek Revival, Second Empire, Queen Anne, Stick Style, and Colonial Revival ornamentation. The most prominent of these includes the two-story, Queen Anne-style L.L. Wilbur House at 32 Warren Street (TAU.450) and the Stick Style former Whittenton Manufacturing Company Supply House at 45 Warren Street (TAU. 452). The Dutch Colonial Revival-style residence at 50 Warren Street illustrates the more modest house type built along Whittenton Street in the early twentieth century. Over time, houses have been altered to meet current needs, and some have been converted from single-family to multi-family use. However, most retain their original massing and form, and several have intact exterior cladding and trim. The construction of multiple Ranch and Colonial Revival-style homes in the mid-to late twentieth century filled in gaps between the older residences, but does not detract from the historic character of the area.

HISTORICAL NARRATIVE

The Ancient Whittenton Area was first settled in the late seventeenth century. By 1699 James Leonard I established the Whittington Iron Works, later known at Whittenton, along the Mill River with three of his sons, Joseph, Benjamin, and Uriah. The Leonard's also built a grist mill on the east bank of the river. James I left the property to his heirs upon his death in 1691. It remained in the Leonard family until 1805 when Samuel Crocker, Thomas Bush, and Charles Richmond, former employees of the Leonards, leased the water rights and built a nail factory where the grist mill was originally located. Crocker, Bush, and Richmond, later just Crocker and Richmond, expanded the venture to include cotton yarn spinning and eventually cloth manufacturing. The mill, known as the Whittenton Mill Company (TAU.T), was incorporated with the property of the "Taunton Manufacturing Company" in 1823 until it dissolved in 1835. The company

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

ANCIENT WHITTENTON AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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was eventually purchased by Charles Lovering, a former manager and partial owner, with his sons in 1858. The mill and all its property was sold to the Lynn family of Boston ca. 1910 by Lovering's heirs (MHC 1981; Winters 1979a; Emery 1891).

Although the Whittenton Mill Company sits outside the boundaries of the Ancient Whittenton Area, the development of the residential neighborhood along Warren and Whittenton streets has strong associations with the development of the mill and industries in the area for most of its history. The Whittington Iron Works founder, James Leonard I, built what is reported the oldest house in the area at 487 Whittenton Street (TAUN.453) about 1730. James I's descendants, most notably Captain James Leonard and Deacon Nathaniel Leonard, also established residences in the area at 3 and 36 Warren Street (TAU.448 and TAU.451) in the eighteenth and early nineteenth centuries. Charles Lovering, owner of the mill from 1858 until his death in the 1870s, lived at 15 Warren Street (TAU.449). This house was originally constructed by Tarvis Danforth ca. 1825 and eventually purchased by the Whittenton Mill Company. The Whittenton Mill Company also constructed modest worker housing along Whittenton Street; a company trend that would continue into the late nineteenth century in this area and in the adjacent Whittenton Mills Area (TAU.T) (Winters 1979a-1979e; Dunbar 1836; Walling 1858).

Unlike the housing along Whittenton Street and within the Whittenton Mills Area (TAU.T), which were primarily owned by the mill, property along Warren Street within the Ancient Whittenton Area was held by independent land owners. These owners and occupants were not members of the Leonard family, but did have associations with the manufacturing industries. The 1855 Taunton City Directory lists boarding houses at 9 and 27 Warren Street. These establishments were owned by Daniel Buck and Palmer Austin respectively and both catered primarily to housing mill workers. The owners and residents of the single-family houses were engaged in industry-related professions; for example Gardner Strange, a machinist, who built the house at 45 Warren Street (TAU.452) ca. 1850. Samuel Ramsdell, an overseer, owned the house at 33 Warren Street in 1858. These residences were later owned and altered by the Whittenton Mill Company for use as a supply house and most likely supervisor housing (Walling 1858; Dean 1855; Beers 1871).

The only nineteenth-century property identified with no direct relationship to the industries in the area is 42 Warren Street built by Noah Warren, a farmer, ca. 1800. George Warren inherited the property upon Noah's death ca. 1860 and lived in the house through the 1870s. By 1895, George's son, George B. Warren, had constructed a separate house at 46 Warren Street and rented out the older homestead. George B. Warren, unlike his predecessors, became a shipping clerk in a factory. After the sale of the Whittenton Mills ca. 1910 the residential landscape changed with new construction creating a denser neighborhood on Warren Street. Eleven residences were constructed within the area between 1930 and 2010, including multiple houses on property formerly owned by the Whittenton Company. The history of the neighborhood through the present day continues to reflect its origins as an enclave of housing that remains relatively unaltered (Dunbar 1836; Dean 1855; Walling 1858; Beers 1871; Everts & Richards 1895; Census 1870, 1910).

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INVENTORY FORM A CONTINUATION SHEET

TAUNTON

ANCIENT WHITTENTON AREA

MASSACHUSETTS HISTORICAL COMMISSION

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1979a *MHC Form A – Ancient Whittenton Area.* On file at MHC, Boston, MA.1979b *MHC Form B – Danforth, Jarvis House.* On file at MHC, Boston, MA.1979c *MHC Form B – Leonard, Captain James House.* On file at MHC, Boston, MA.1979d *MHC Form B – Leonard, James House.* On file at MHC, Boston, MA.1979e *MHC Form B – Wilbur, L.L. House.* On file at MHC, Boston, MA.**AREA DATA SHEET**

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	1 Warren Street	ca. 1890	Vernacular		C
TAU.448	Leonard, Captain James House	3 Warren Street	ca. 1752	Georgian – altered		NR
	Residence	7 Warren Street	ca. 1950	Colonial Revival		NC
	Buck, Daniel Boarding House	9 Warren Street	ca. 1830	Georgian – altered		C

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

ANCIENT WHITTENTON AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.449	Danforth, Jarvis House	15 Warren Street	ca. 1825	Federal		C
	Residence	24 Warren Street	ca. 1990	Ranch		NC
	Residence	25 Warren Street	ca. 1920	Colonial Revival Four-square		C
	Austin, Palmer Boarding House	27 Warren Street	ca. 1840	Greek Revival Cape – altered		C
	Residence	28 Warren Street	ca. 1980	Ranch		NC
	Residence	31 Warren Street	ca. 1950	Ranch		NC
TAU.450	Wilbur, L. L. House	32 Warren Street	ca. 1880	Queen Anne, Stick Style		C
	Ramsdell, Samuel House	33 Warren Street	ca. 1850	Italianate		C
	Residence	34 Warren Street	ca. 1890	Queen Anne		C
TAU.451	Leonard, Deacon Nathaniel House	36 Warren Street	ca. 1800	Federal Cape		C
	Residence	37 Warren Street	ca. 1960	Colonial Revival		NC
	Residence	40 Warren Street	ca. 1940	Tudor Revival		NC
	Warren, Noah House	42 Warren Street	ca. 1800	Cape - altered		C
TAU.452	Whittenton Manufacturing Company Supply House	45 Warren Street	1850; 1870	Stick Style (remodeled)		C
	Warren, George B. House	46 Warren Street	ca. 1900	Queen Anne – altered		C
	Residence	48 Warren Street	ca. 1890	Second Empire		C
	Residence	50 Warren Street	ca. 1920	Dutch Colonial Revival		C
	Residence	51 Warren Street	ca. 1960	Ranch		NC
	Residence	55 Warren Street	ca. 1960	Colonial Revival		NC
	Residence	311 West Britannia Street	ca. 1890	Colonial Revival – altered		C
	Residence	480 Whittenton Street	ca. 1950	Colonial Revival Cape		NC
TAU.453	Leonard, James House	487 Whittenton Street	ca. 1730	Georgian – altered		C
TAU.454	Residence	493 Whittenton Street	ca. 1780	Georgian – altered		C

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

ANCIENT WHITTENTON AREA

MASSACHUSETTS HISTORICAL COMMISSION

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220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	498 Whittenton Street	ca. 2005	Colonial Revival		NC
TAU.455	Residence	499 - 501 Whittenton Street	ca. 1830	Greek Revival		C
	Residence	504-506 Whittenton Street	ca. 1850	Greek Revival – altered		C
TAU.456	Residence	505 Whittenton Street	ca. 1780	Georgian – altered		C
TAU.457	Residence	512 – 514 Whittenton Street	ca. 1840	Greek Revival – altered		C
	Residence	513 Whittenton Street	ca. 1860	Greek Revival – altered		C
	Residence	524 Whittenton Street	ca. 1840	Vernacular		C
TAU.458	Residence	528 Whittenton Street	ca. 1830	Greek Revival		C
	Residence	536 Whittenton Street	ca. 1860	Greek Revival		C
	Residence	562 Whittenton Street	ca. 1960	Ranch		NC
TAU.459	Residence	583 - 585 Whittenton Street	ca. 1870	Cape		C

NR Property is listed in the National Register
C Contributing property to the district
NC Non-contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

ANCIENT WHITTENTON AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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524, 528, and 536 Whittenton Street, view looking southwest.



3 Warren Street (TAU.448), view looking northwest.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

ANCIENT WHITTENTON AREA

MASSACHUSETTS HISTORICAL COMMISSION

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15 Warren Street (TAU.449), view looking northwest.



32 Warren Street (TAU.450), view looking southeast.

INVENTORY FORM A CONTINUATION SHEET

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ANCIENT WHITTENTON AREA

MASSACHUSETTS HISTORICAL COMMISSION

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45 Warren Street (TAU.452), view looking northwest.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

ANCIENT WHITTENTON AREA

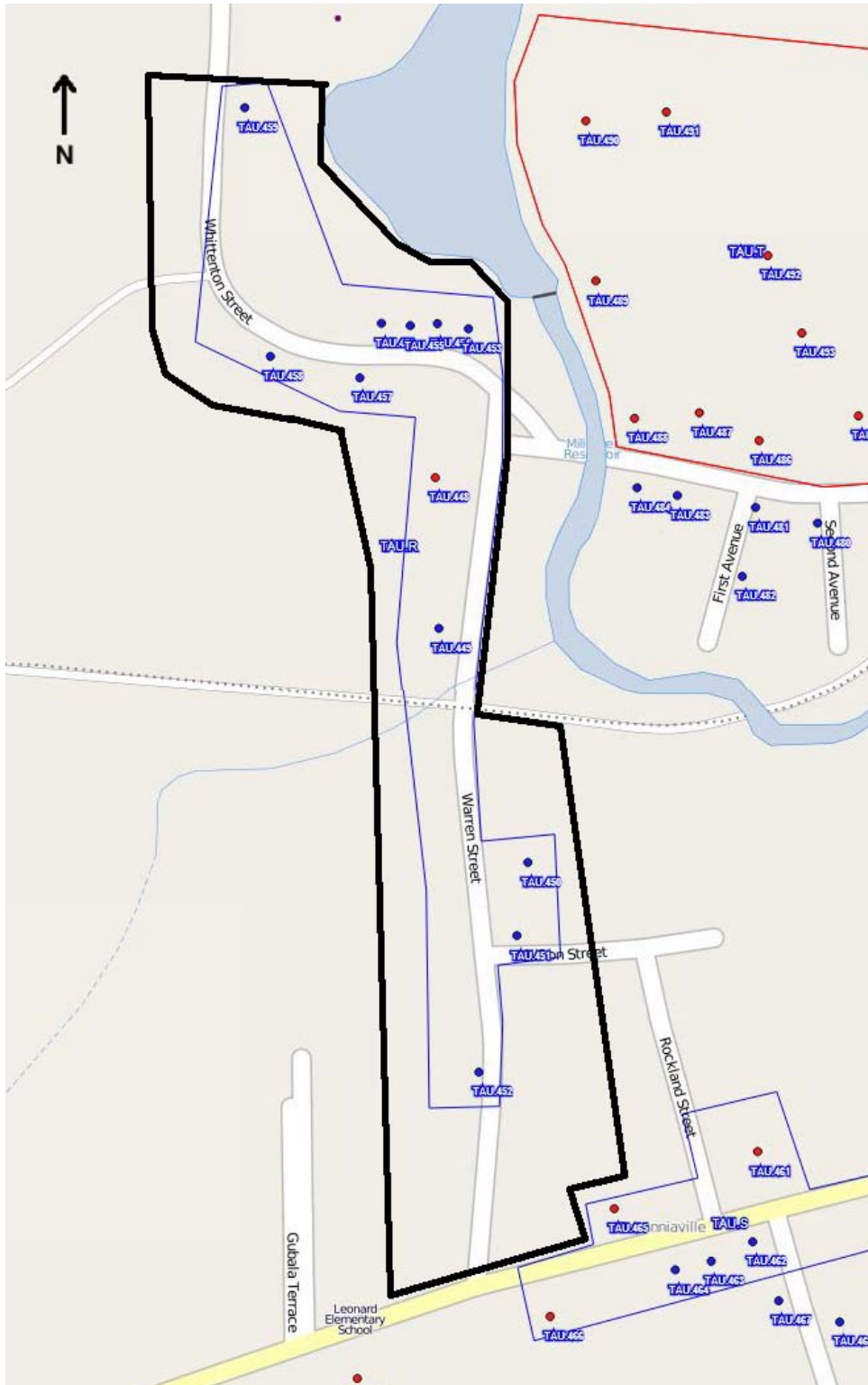
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

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AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta

<http://maps.mhc.net>

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

ANCIENT WHITTENTON AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Kathleen M. Miller, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Ancient Whittenton Area is eligible for listing in the National Register at the local level under Criterion A in the area of Community Planning and Development for its associations with the early residential settlement and industrial development of the Whittenton section of Taunton, including members of the prominent local Leonard family and the nearby Whittenton Mills Area (TAU.T); and under Criterion C in the area of Architecture for its collection of intact, historic residential architecture dating from the early eighteenth through early twentieth centuries.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

Taunton

TAU.K

See data
sheet

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (*neighborhood or village*): Weir Village

Name of Area: Weir Village Area

Present Use: Residential, Ecclesiastical, Institutional, and Commercial

Construction Dates or Period: late 18th c. to mid-20th c.

Overall Condition: Good

Major Intrusions and Alterations: Demolition of two significant mill complexes.

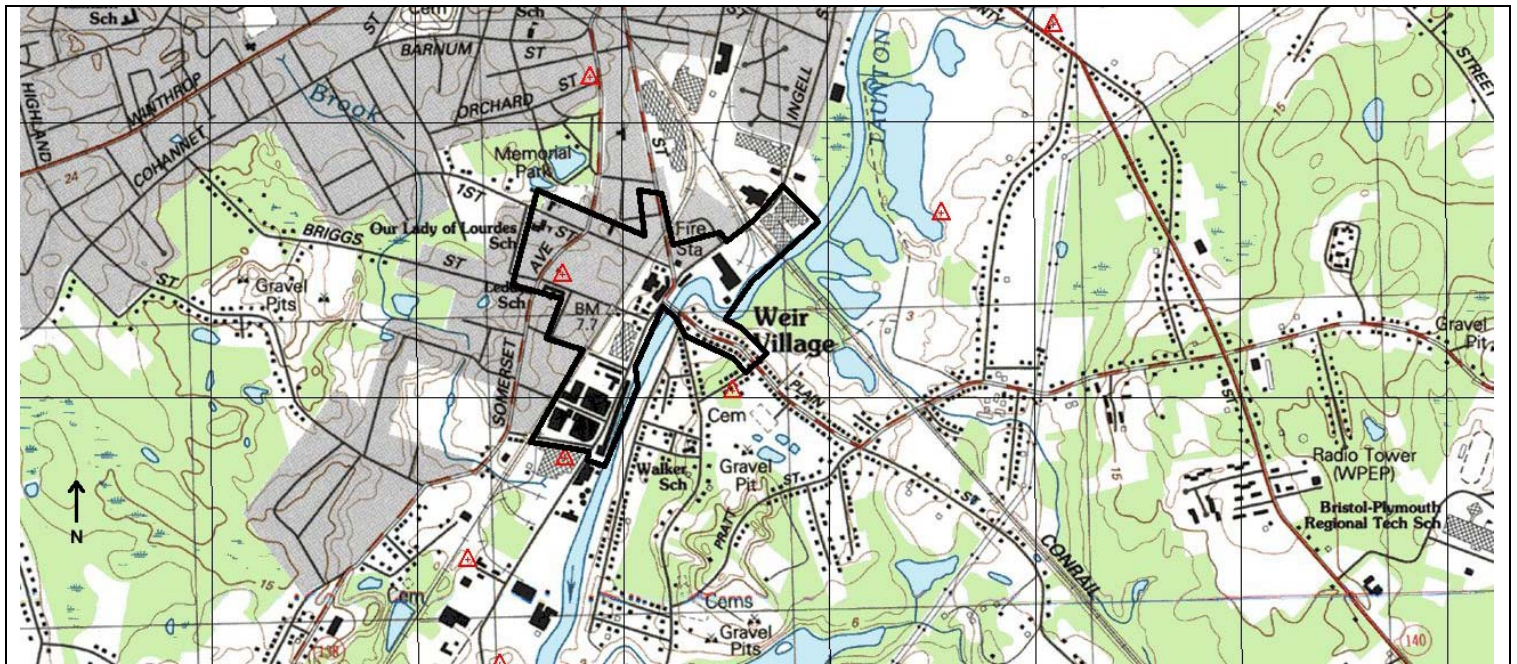
Acreage: Approx. 90

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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- ☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Weir Village Area is an approximately 90 acre, irregularly shaped group of approximately 71 buildings, centered at the intersection of Ingell, Plain, Weir, West Water, and First streets. The area is bounded to the north by First Street (extending north to include a portion of Fay Street), to the south by Fifth Street, to the east by Beacon Street, and to the west by Presbrey Court. The area extends on either side of the Attleboro Secondary Railroad right-of-way at the Ingell Street rail crossing. This form updates the existing 1979 inventory form for the Weir Village Area (TAU.K) (T.W. 1979).

The industrial-based area is centered on either side of Ingell and West Water streets, which run along the Taunton River with tangential residential neighborhoods to the east and west and light commercial activity at the center. The area is a grouping of remnants of large-scale textile and stove manufacturing facilities constructed during the early to late nineteenth century. While once densely built-up, multiple demolitions in the recent past have created prominent tracts of vacant land within the area. Since 1983, two of the three most prominent related mill complexes (the Taunton Copper Manufacturing Company (TAU.315) and half of the Old Weir Stove Company (TAU.319) have been demolished, resulting in the removal of essential components of the area's historic industrial fabric. With few exceptions, the remaining residential and commercial properties that date to the period of significance have also lost integrity in the introduction of synthetic materials and non-historic alterations.

The area contains individually listed National Register properties. The Cohannet Mills No. 3 (TAU.AG; National Register listed) encompasses four buildings: the Cohannet Mill No. 3 (TAU.297); Boiler House (TAU.736); Cotton Storehouse (TAU.690); and Engine Room (TAU.735). Properties listed in the National Register as part of the Taunton Multiple Resource Area (MRA) National Register Nomination in 1984 consist of the Sylvanus N. Staples House (TAU.310), H.P. Thomas House (TAU.341), Francis D. Williams House (TAU.320), Stone House (TAU.323), Captain David Vickery House (TAU.326), Alfred Paull House (TAU.294), Weir Engine House (TAU.296), and the now partially demolished Old Weir Stove Company (TAU.319) (Fitch 1983).

HISTORICAL NARRATIVE

Weir Village emerged in the nineteenth century as the commercial port and shipbuilding center that accommodated the booming industrial city of Taunton. The site was ideal as an inland port for coastal trade in the city due to its location along the Taunton River, which was (at the time) the northernmost point of ship navigability, one mile south of Taunton center. The Taunton River provided access to nearby communities for importing agricultural goods and exporting raw materials and manufactured products from the city. The area served as a center for several manufacturing companies that produced stoves, iron, copper, and brick.

Although Weir Village was most significant during the late nineteenth century, it had developed as a residential community by 1727. After the Revolutionary War, the local economy expanded and Weir Village became a major distribution center for iron, brick, and nails to local cities including New York, Providence, and Newport, with shipyards, iron foundries, and brick manufacturing shops constructed along the river. Early industries in Weir Village included the Taunton Copper Manufacturing Company (TAU.315), established to provide materials for ship hulls and fittings; the

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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prolific Taunton Iron Works (TAU.318); the Weir Stove Company (TAU.316, TAU.319), which became one of the country's most significant manufacturers of the Glenwood Range; and the Union Stove Lining Company (TAU.317), which supplied the local stove manufacturing business. In 1835, the introduction of the Taunton Branch Railroad contributed to efficiency in trade and accessibility of products through the Weir Village Area. Two additional railroad lines were constructed through the area, including the New Bedford Railroad in 1840 and the Middleboro Railroad in 1853. By the late nineteenth century, as Taunton's textile industry was prevailing, Cohannet Mill No 3 (TAU.AG) (the only remaining property associated with this period in the area) was constructed in 1890 at the northeastern corner of the Weir Village Area.

Although the most significant manufacturing properties within the Weir Village Area have been demolished, a few notable buildings associated with the industrial development of the area remain. These include early residential properties constructed of locally produced materials, such as the brick Allen House (TAU.304) and P. Dunbar House (TAU.305), built ca. 1830. There are residences of sea captains who managed local trading companies, Capt. David Vickery House (TAU.326), constructed ca. 1795, and Capt. Benjamin Burt House (TAU.324), built ca. 1820; and properties constructed by locally prominent manufacturers, including the Stone House (TAU.323), a multi-family boarding house built by lumber business tycoon George Williams in ca. 1847. Commercial buildings include the highly-altered Commercial Block (TAU.299), built ca. 1870, and ecclesiastical properties include the Sacred Heart Roman Catholic Church, constructed ca. 1905, which replaced a ca. 1860 Greek Revival style church. The Weir Engine House (TAU.296) stand as a testimony to Taunton's public service facilities built in conjunction with economic and physical growth. Other notable properties include the Sylvanus Staples House (TAU.310), associated with the most prominent industrialist in the Weir Village Area. With partner William Philips, Sylvanus Staples launched the most productive iron, coal, and lime freighting business in Taunton (Siergiej 2006; Walling 1852; 1858; Beers 1871; Everts & Richards 1895; Fitch 1983; T.W. 1979).

Since 1979, several institutional, commercial, and residential properties listed on the MHC Inventory have been demolished, including the Commercial Building at Weir Street (TAU.295), Weir Grammar School (TAU.309), B. Porter House (TAU.312), and the Staples Block (TAU.300). Due to the loss of key industrial complexes significant to the integrity of the area [Taunton Pearl Works (TAU.309), Taunton Copper Manufacturing Company (TAU.315), portions of the Old Weir Stove Company (TAU.319), Taunton Crucible Company (TAU.314), and the Taunton Iron Works (TAU.318)], Weir Village has lost a considerable amount of historic and architectural integrity and is therefore evaluated as not eligible for listing in the National Register of Historic Places.

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INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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W., T.

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Walling, Henry F.

1852 *Bristol County, Massachusetts.* C. & A. Taber, Boston, MA.1858 *Bristol County, Massachusetts.* John L. Smith & Co., Boston, MA.**AREA DATA SHEET**

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.AG	Cohannet Mill No. 3	120 Ingell Street	ca. 1890	Richardsonian Romanesque	10	NR
TAU.301	Welcome, S. P. C. House	14 First Street	ca. 1790	Federal		C
TAU.302	Ashley, N. House	17 First Street	ca. 1845	Greek Revival		C
TAU.303	Staples, A. J. House	21 First Street	ca. 1845	Greek Revival		C
TAU.304	Allen House	22 First Street	ca. 1850	Greek Revival		C
TAU.305	Dunbar, P. House	24 First Street	ca. 1850	Cape Cod		C
TAU.306	Blood, H. House	26 First Street	ca. 1850	Greek Revival		C
TAU.307	Smith, Samuel House	32 First Street	ca. 1860	Greek Revival/ Italianate		C
TAU.297	Cohannet Mill No. 3	120 Ingell Street	ca. 1890	Richardsonian Romanesque	10	C*
TAU.736	Cohannet Mill No. 3 Boiler House	120 Ingell Street	ca. 1890	Richardsonian Romanesque		C*
TAU.690	Cohannet Mill No. 3 Cotton Storehouse	120 Ingell Street	ca. 1890	Richardsonian Romanesque		C*
TAU.735	Cohannet Mill No. 3 Engine Room	120 Ingell Street	ca. 1890	Richardsonian Romanesque		C*
TAU.320	Williams, Francis D. House	3 Plain Street	ca. 1830	Greek Revival	9	NR
TAU.321	Talbot, Lemuel T. House	9 Plain Street	ca. 1845	Greek Revival		C
TAU.322	Residence	13 Plain Street	ca. 1845	Greek Revival		C
TAU.323	Stone House	15-17 Plain Street	ca. 1847	Greek Revival	8	NR
TAU.324	Burt, Capt. Benjamin House	20 Plain Street	ca. 1820	Federal		C
TAU.325	Williams, G.W. House	26 Plain Street	ca. 1845	Vernacular		C

INVENTORY FORM A CONTINUATION SHEET

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.326	Vickery, Capt. David House	33 Plain Street	ca. 1795	Federal		NR
TAU.311	Godfrey, W. L. House	18 Second Street	ca. 1845	Greek Revival		C
TAU.310	Staples, Sylvanus N. House	21 Second Street	ca. 1837	Greek Revival		NR
TAU.340	Dunbar, P. House	312 Somerset Avenue	ca. 1860	Greek Revival		C
TAU.341	Thomas, H. P. House	322 Somerset Avenue	ca. 1887	Queen Anne		NR
TAU.342	Presbrey, C. C. House	343 Somerset Avenue	ca. 1858	Greek Revival		C
TAU.308	Staples House	365 Somerset Avenue	ca. 1865	Italianate		C
TAU.313	Stevens, C.H. House	33-35 Third Street	ca. 1845	Greek Revival		C
TAU.290	Seekell House	Weir Street	ca. 1850	Greek Revival		C
TAU.294	Paull, Alfred House	467 Weir Street	ca. 1860	French Second Empire		NR
TAU.296	Weir Engine House	530 Weir Street	1889	Vernacular/ Queen Anne		NR
TAU.319	Old Weir Stove Company	West Water Street	ca. 1902	Renaissance Revival		NR
TAU.317	Union Stove Lining Company	West Water and Fifth Streets	ca. 1888	Vernacular		C
TAU.316	Weir Stove Company	West Water and Fourth Streets	ca. 1900	Renaissance Revival		C
TAU.299	Commercial Block	65-73 West Water Street	ca. 1870	Vernacular	3	C

* Properties contributing to the individually listed NR property, Cohannet Mill No. 3 (TAU.AG).

NR Property listed in the National Register of Historic Places
 C Contributing property to the area

Note: Taunton Copper Manufacturing Company (TAU.315; NR listed 1984) is not included in the data sheet, as it has been demolished.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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Residences at 27, 25, and 23 Second Street (1-r), view looking east.



Commercial Block (TAU.299), view looking northwest down West Water Street.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

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Allen House (TAU.304) and P. Dunbar House (TAU.305) (l-r), view looking west.



Sacred Heart Roman Catholic Church, view looking northeast from First Street.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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Rectory at 311 Somerset Avenue, view looking northwest.



Stone House (TAU.323), view looking southeast from Plain Street.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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Francis D. Williams House (TAU.320), view looking southeast from Plain Street.



Weir Engine House (TAU.296), view looking east from Weir Street.

INVENTORY FORM A CONTINUATION SHEET

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Cohannet Mill No. 3 (TAU.AG), view looking northwest down Ingell Street.



Old Weir Stove Company (TAU.319), view looking southeast down West Water Street.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

WEIR VILLAGE AREA

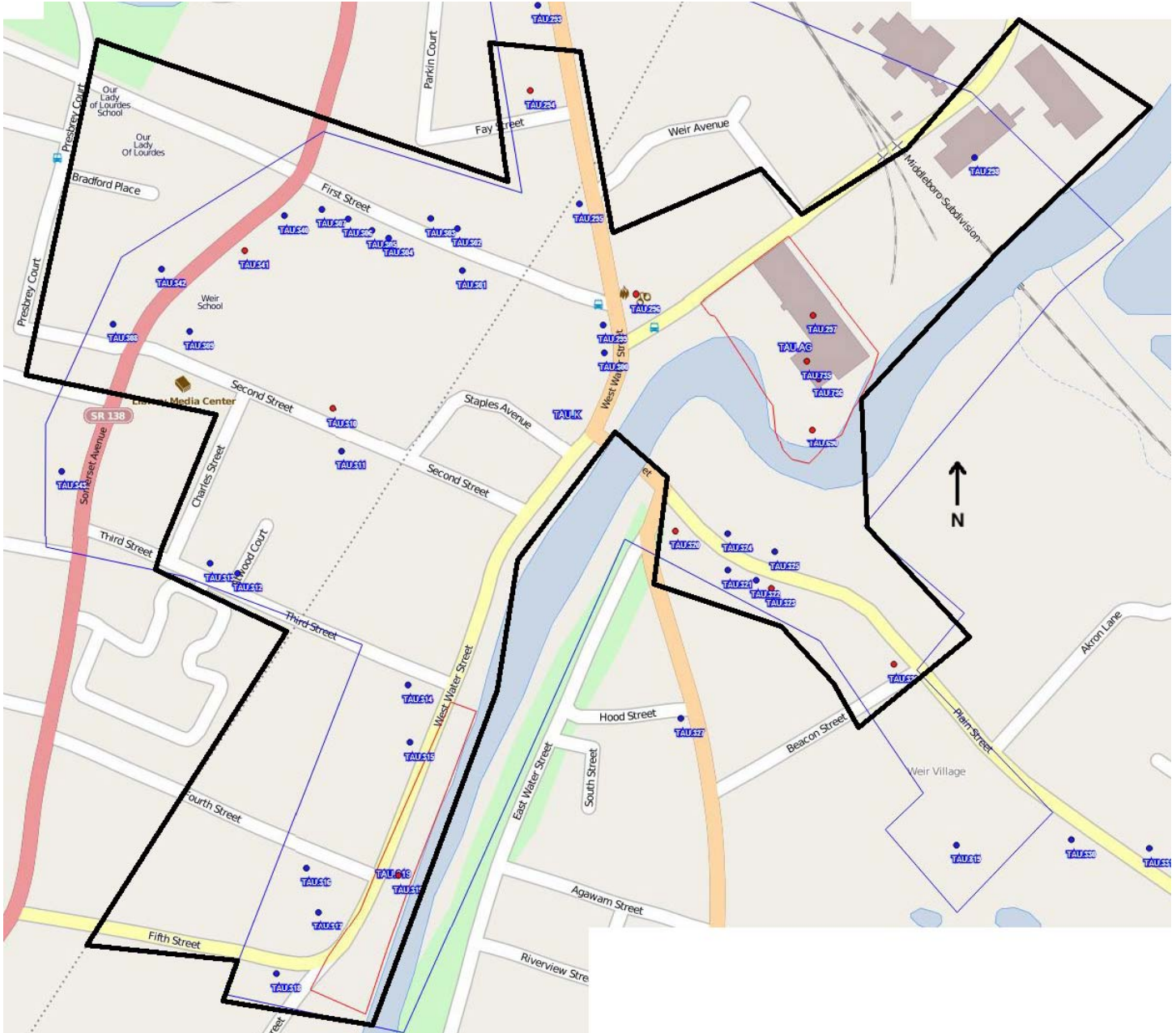
MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta <http://maps.mhc-macris.net>

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (*neighborhood or village*):

Name of Area: Hart Street Area

Present Use: Residential

Construction Dates or Period: mid-19th to early-20th c.

Overall Condition: Good

Major Intrusions and Alterations: None

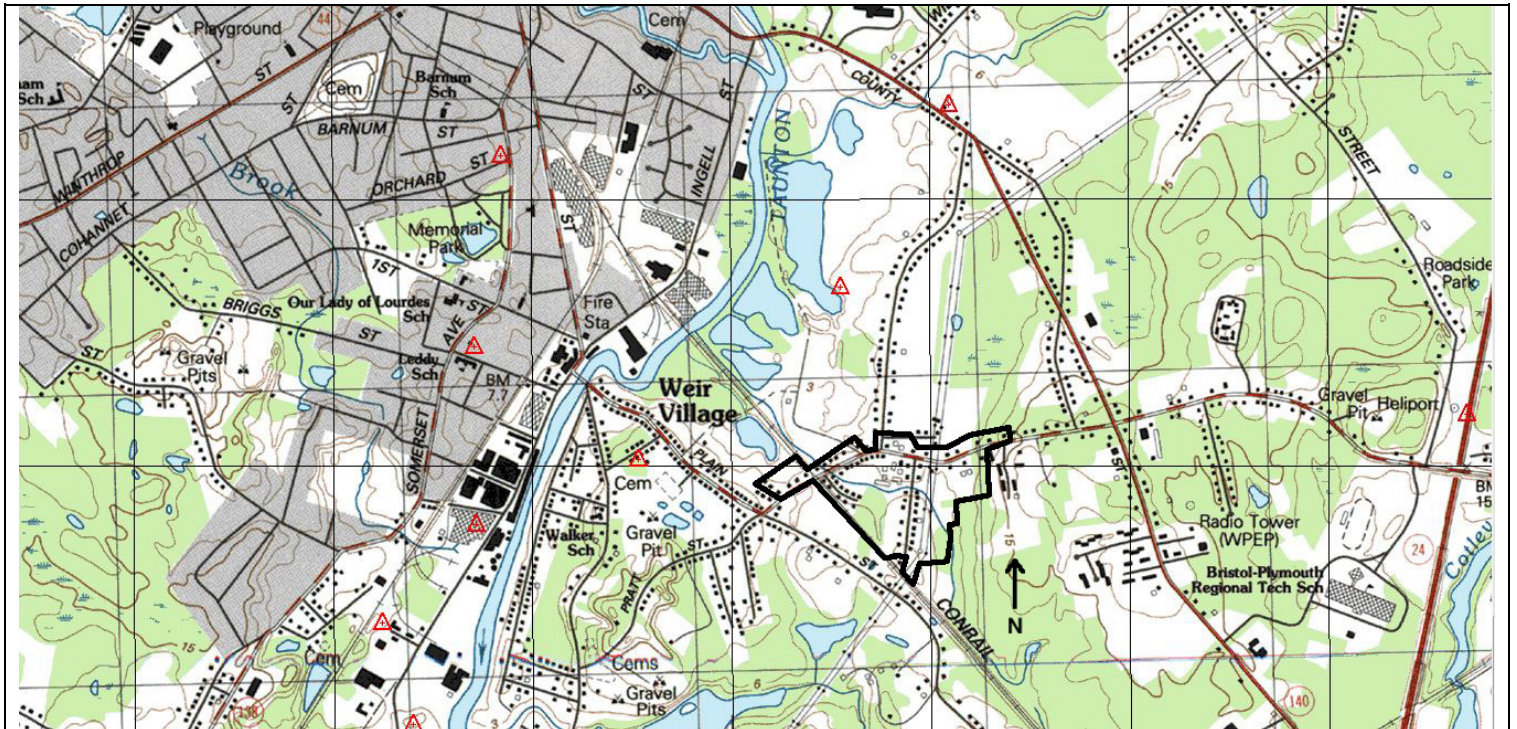
Acreage: Approx. 45

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Hart Street Area is an irregularly-shaped area located in East Taunton, east of the Taunton River. The area is primarily residential centered along Hart Street, demarcated by the intersection of Columbus Boulevard and Linden Street to the north and William Avenue to the south. Alegi Street and Williams Avenue on the south side of the area dead-end at the MBTA Stoughton Line right-of-way, which runs along the southwest boundary. The buildings are sited relatively close to the street with scattered, mature vegetation between each property. Lots in the eastern section of the area are larger with more open green space than the lots in the western part of the area. The area encompasses 73 properties, of which 60 contribute to its historic character and architectural significance.

The buildings within the Hart Street Area represent vernacular domestic interpretations of popular late-nineteenth- and early-twentieth-century styles including Greek Revival, Italianate, Queen Anne and Colonial Revival. Most were originally constructed as single-family houses, primarily oriented with the gable end to the street (79 and 81 Hart Street). A row of nine, gable-front vernacular cottages arranged on narrow, long lots on the south side of Hart Street were constructed to house the influx of working class residents in the early twentieth century (43-57½ Hart Street). Although only a few worker cottages in the area have been definitely linked to specific companies, it is possible others were built by the J.W. Hart & Company Brickyard (not extant) which constructed two worker houses at 1 and 5 Fayal Avenue ca. 1900. Although most of the smaller worker cottages lack any or have very little stylistic detail, several larger, older residences have more architectural ornamentation such as 99 Hart Street. This Queen Anne style residence was constructed ca. 1880 for the prominent early Taunton Williams family, who also owned houses at 20 and 104 Hart Street.

Several of the properties originally contained a house with multiple accompanying commercial and agricultural outbuildings. Grocery stores were located at 28 and 39 Hart Street and 114 Linden Street in the early twentieth century. Two of these have since been converted fully into residences and one is vacant. There was also a lumber yard and oil and ice company along Hart Street in the 1940s (69 and 93 Hart Street). Williams Avenue was primarily agricultural and hosted to a poultry farm at 5 Williams Avenue and a greenhouse business at 30 Williams Avenue.

Over time, some houses in the Hart Street Area have been altered to meet current needs, and some have been converted from single-family to multi-family use. Several of the properties with agricultural outbuildings show deterioration from deferred maintenance. However, most structures retain their original massing and form, and several have intact original materials. Some mid- to late-twentieth century infill has also occurred, but the area still retains its original streetscape and setting. The one property listed in the MHC Inventory, 59 Hart Street (TAU.582), has been highly altered.

HISTORICAL NARRATIVE

The Hart Street Area was a fairly remote section in the east side of Taunton until the late nineteenth century. It was originally farmland, primarily owned by the locally prominent Hart and Williams families from the seventeenth through the nineteenth centuries. The Williams' were some of the earliest settlers in the seventeenth century and among the original landowners in Taunton's North and South Purchase. Establishing themselves primarily as farmers in East Taunton, they owned large amounts of land on the north and south sides of Hart Street. Several members of the Williams family are linked to former agricultural properties within the Hart Street area including the E. Williams House at 59 Hart Street (TUA.582) and the G.R. Williams House at 99 Hart Street.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

The Hart family, like other long-standing families in Taunton including the Staples, Williams, and Godfrey families, established a brick factory in 1870. The J.W. Hart & Company brick yard was located on the east bank of the Taunton River near Hart and Linden Streets. Hart merged with the I.L. Stiles & Sons Brick Co. of Connecticut in 1913. The company was renamed Stiles & Hart Brick Company and had manufacturing locations at both the original J.W Hart & Company site off Hart Street and in Bridgewater, MA. The company vacated their Taunton yard in 1964 and consolidated the operation at a facility on Cook Street in Bridgewater. Today, the Stiles & Hart Brick Company is the only remaining brick manufacturer in Massachusetts (Sampson 1895; Williams 1979; Anon. 2012).

Residential construction along Hart Street increased in the early twentieth century with the success and expansion of the Stiles & Hart Brick Company and nearby Weir Village. Unlike other mill areas of Taunton where much of the housing was constructed near the factories on company property, many of the houses along Hart and Alegi Streets were built independently for the working class. By 1920, the Irish and Polish immigrants in the city, who had emigrated in the nineteenth century, were joined by a large Italian population. Italians built the Italian Social Club at 2 Columbus Boulevard in the early twentieth century. A 1979 interview with a former employee of the former J.W Hart & Company Amedeo Alegi reported that he began working in the brickyard in 1911 and lived at 86 Hart Street in the 'suburb' of Weir Village; as the Hart Street area was reportedly referred to in the early twentieth century (Williams 1979). Alegi's brother, Armando Alegi, lived at 39 Hart Street and owned a grocery store at 28 Hart Street. Amedeo Alegi mentioned a fellow worker, Gildo Mozzone, who later ran a construction company with his family at 69 Hart Street. The Mozzones eventually purchased the original J.W Hart & Company brickyard property site off Hart Street from Stiles and Hart in 1965. Although the brickyards are now vacant, the residential neighborhood still reflects the area's early roots in agriculture and its early twentieth century development as a working class neighborhood (Census 1920; Williams 1979; Polk 1940; Sampson 1930; Hanna 2007).

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INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	3 Alegi Avenue	ca. 1920	Bungalow		C
	Residence	4 Alegi Avenue	ca. 1920	Vernacular		C
	Residence	5 Alegi Avenue	ca. 1930	Vernacular		C
	Residence	6 Alegi Avenue	ca. 1920	Vernacular		C
	Residence	7 Alegi Avenue	ca. 1930	Bungalow		C
	Residence	8 Alegi Avenue	ca. 1930	Vernacular		C
	Residence	10 Alegi Avenue	ca. 1930	Vernacular		C
	Residence	12 Alegi Avenue	ca. 1930	Vernacular		C
	Italian Social Club	2 Columbus Boulevard	ca. 1930	Vernacular		C
	J.W. Hart & Co. Worker Housing	1 Fayal Avenue	ca. 1900	Vernacular	2	C
	J.W. Hart & Co. Worker Housing	5 Fayal Avenue	ca. 1900	Vernacular	2	C
	Residence	16 Hart Street	ca. 1900	Queen Anne – altered		C
	Williams – Delane House	20 Hart Street	ca. 1860	Greek Revival		C
	Residence	22 Hart Street	ca. 2010	Colonial Revival		NC
	Residence	23 Hart Street	ca. 1920	Colonial Revival		C
	Residence	24 Hart Street	ca. 1900	Vernacular		C
	Residence	26 Hart Street	ca. 1910	Vernacular		C
	Residence	28 Hart Street	ca. 1950	Vernacular		NC

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Belolli House	28½ Hart Street	ca. 1910	Colonial Revival		C
	Alegi House	30 Hart Street	ca. 1910	Vernacular		C
	Residence	33 Hart Street	ca. 1900	Vernacular		C
	Residence	37 Hart Street	ca. 1900	Vernacular		C
	Alegi, Armando House	39 Hart Street	ca. 1890	Vernacular		C
	Residence	43 Hart Street	ca. 1900	Vernacular		C
	Residence	45 Hart Street	ca. 1900	Vernacular		C
	Residence	47 Hart Street	ca. 1900	Vernacular		C
	Residence	49 Hart Street	ca. 1900	Vernacular		C
	Residence	51 Hart Street	ca. 1900	Vernacular	1	C
	Residence	53 Hart Street	ca. 1900	Vernacular	1	C
	Residence	55 Hart Street	ca. 1900	Vernacular	1	C
	Residence	55½ Hart Street	ca. 1900	Vernacular		C
	Residence	57½ Hart Street	ca. 1900	Vernacular		C
TAU.582	Williams, E. House	59 Hart Street	ca. 1865	Greek Revival – highly altered		C
	Residence	61 Hart Street	ca. 2010	Colonial Revival		NC
	Residence	65 Hart Street	ca. 2010	Colonial Revival		NC
	Mozzone House and Lumber Yard	69 Hart Street	ca. 1860	Greek Revival – altered/Cape		C
	Residence	76 Hart Street	ca. 1980	Colonial Revival/ Duplex		NC
	Residence	79 Hart Street	ca. 1890	Vernacular		C
	Residence	80 Hart Street	ca. 1920	Bungalow		C
	Williams, B. House	81 Hart Street	ca. 1880	Italianate – altered		C
	Residence	85 Hart Street	ca. 1900	Vernacular		C
	Residence	86 Hart Street	ca. 1930	Bungalow		C
	Residence	88 Hart Street	ca. 1900	Vernacular		C
	Residence	90 Hart Street	ca. 1920	Bungalow		C

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

 See data sheet

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence (Vacant)	91 Hart Street	ca. 1900	Vernacular		C
	Residence	93 Hart Street	ca. 1870	Italianate – altered		C
	Residence	98 Hart Street	ca. 2000	Colonial Revival		NC
	Williams, G.H. House	99 Hart Street	ca. 1880	Queen Anne	3	C
	Residence	102 Hart Street	ca. 1960	Ranch		NC
	Williams, Everett A. House	104 Hart Street	ca. 1860	Greek Revival – altered		C
	Residence	110 Linden Street	ca. 1920	Bungalow		C
	Residence	110R Linden Street	ca. 1980	Colonial Revival/Cape		NC
	Gorda, Thomas House	114 Linden Street	ca. 1900	Colonial Revival/ Four-Square		C
	Gorda, Thomas Grocery Store	114 Linden Street	ca. 1910	Vernacular		C
	Residence	4 Williams Avenue	ca. 1880	Italianate		C
	Mozzone Poultry Farm	5 Williams Avenue	ca. 1880	Italianate		C
	Residence	7 Williams Avenue	ca. 2010	Colonial Revival		NC
	Residence	17 Williams Avenue	ca. 1900	Vernacular		C
	Residence	18 Williams Avenue	ca. 1900	Vernacular		C
	Residence	19 Williams Avenue	ca. 1880	Italianate – altered		C
	Residence	20 Williams Avenue	ca. 1890	Vernacular		C
	Residence	21 Williams Avenue	ca. 1880	Italianate – altered		C
	Residence	22 Williams Avenue	ca. 1890	Vernacular		C
	Residence	24 Williams Avenue	ca. 1970	Cape		NC
	Residence	25 Williams Avenue	ca. 2010	Vernacular		NC
	Residence	26 Williams Avenue	ca. 1870	Vernacular		C
	Residence	29 Williams Avenue	ca. 1970	Cape		NC

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	30 Williams Avenue	ca. 1910	Vernacular		C
	Residence	35 Williams Avenue	ca. 1970	Ranch		NC
	Residence	53 Williams Avenue	ca. 1930	Vernacular		C
	Residence	63 Williams Avenue	ca. 1930	Bungalow		C
	Residence	69 Williams Avenue	ca. 1890	Vernacular/ Duplex		C
	Residence and Barns	73 Williams Avenue	ca. 1830	Vernacular	4	C

C Contributing property to the district
NC Non-contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



1 and 5 Fayal Avenue, view looking northwest.



99 Hart Street, view looking southeast.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

[See data sheet](#)



Barns on Williams Avenue, view looking southeast.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

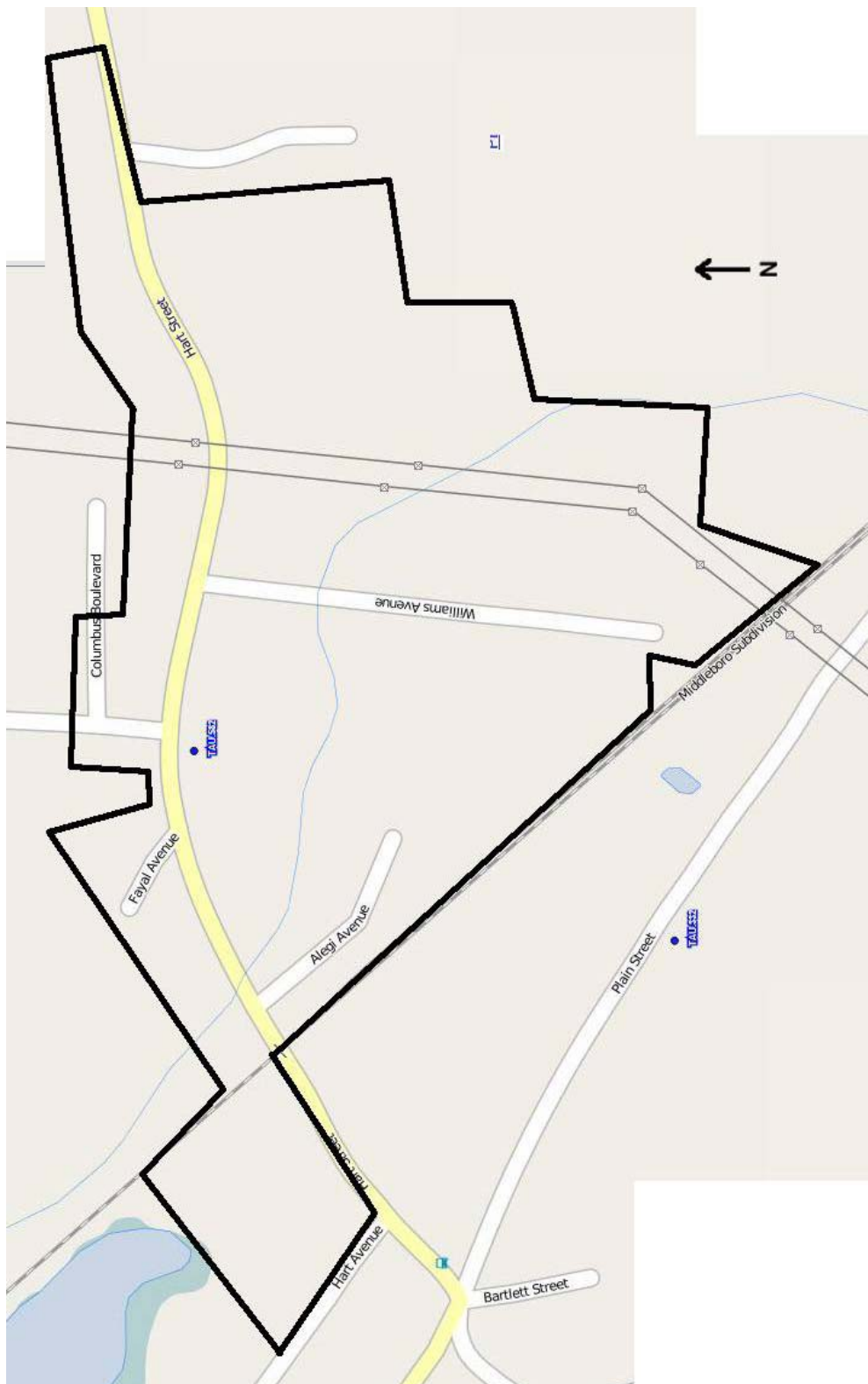
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

See data sheet

AREA MAP



• MHC Inventory

• National Register Listed

— = area boundary

*not to scale

Information from MACRIS Maps
2.0 Beta

<http://maps.mhc-macris.net/>

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HART STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

	See data sheet
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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Quinn R. Stuart, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012
The criteria that are checked in the above sections must be justified here.

The Hart Street Area is recommended eligible for listing in the National Register at the local level under Criteria A and C in the areas of Planning and Development and Architecture. Under Criterion A, the area is significant for its role in the settlement in East Taunton in the seventeenth and eighteenth centuries and for its role in the establishment of the Italian and Portuguese immigrant populations in Taunton in the early twentieth century. Under Criterion C, the area is significant as an intact example of a late-nineteenth- to early-twentieth century worker housing village. Although some of the structures have been altered, the majority of the buildings retain their original setting, design and materials.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

	Taunton		See data sheet
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MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (neighborhood or village): Downtown
Taunton/Taunton Green

Name of Area: Tremont Street Area

Present Use: Residential

Construction Dates or Period: Ca. 1850-1890

Overall Condition: Good

Major Intrusions and Alterations: There have been no major changes in the area. Some buildings have been modified, as discussed in the narrative.

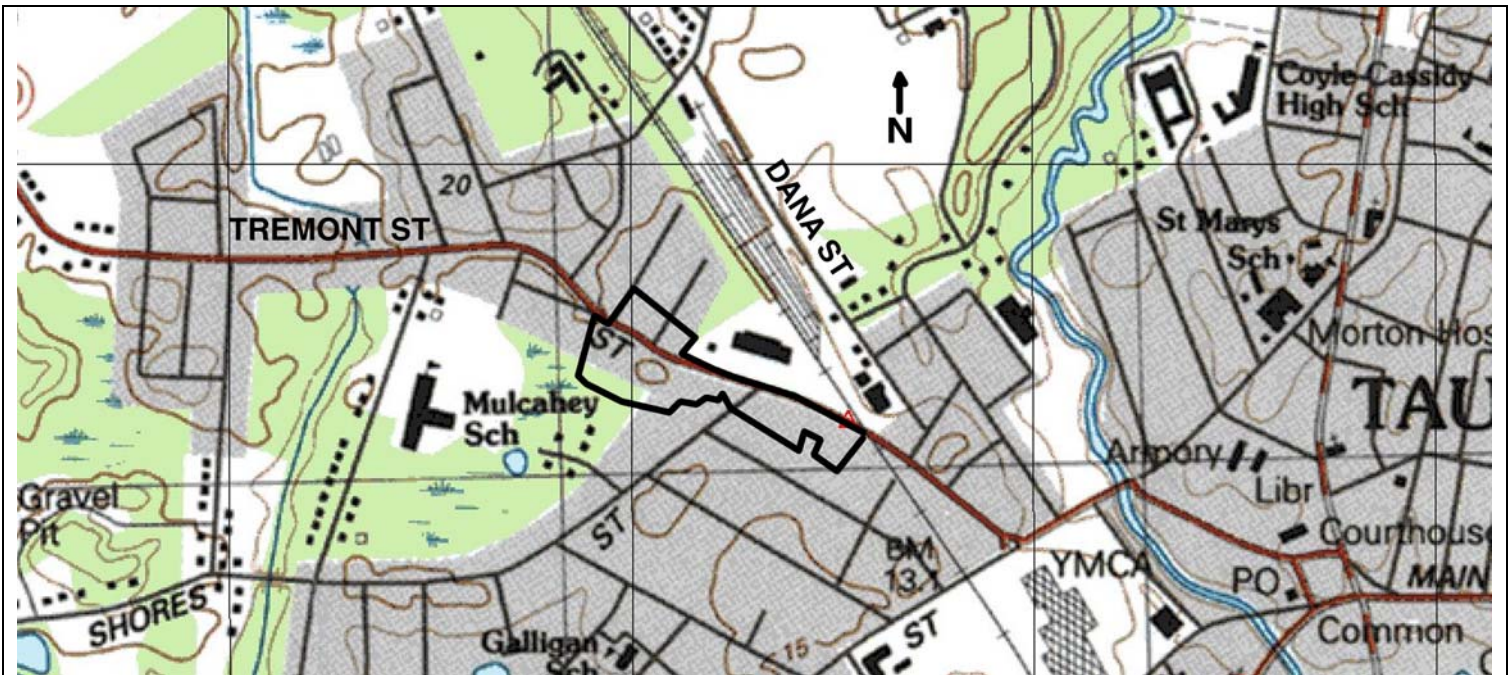
Acreage: Approx. 11

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month/year): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TREMONT STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Tremont Street Area is an 11-acre, linear corridor along Tremont Street extending north from the Attleboro Secondary grade crossing at Tremont Street to Horton Street. It encompasses 28 residential properties that are situated in a relatively dense area, with approximately 30 feet between each building. Just outside of the area, to the north, lies a commercial complex. The residences were constructed between ca. 1850 and 1890 predominantly in the Italianate and Greek Revival style with select buildings in the French Second Empire and Queen Anne style. The houses are one-and-one-half to two-and-one-half story, wood-frame structures, usually with full-width or entrance porches, set back approximately 50 feet from the street. All of the buildings in the area retain their original siting, massing, and some of their ornamental features, but some have been altered through window replacement and the installation of vinyl siding.

With 16 Italianate, 9 Greek Revival, 1 French Second Empire, and 1 Queen Anne style building(s), the area has several properties that stand out as excellent examples of their style. The Harvey Claflen House, built ca. 1870, and the N.S. Mason House (TAU.494), built in 1865, are well-preserved examples of the Italianate style with bracketed eaves and paired, arched windows in the gable of the facade. While the one-and-one-half-story Claflen House has a full-width porch supported by simple, fluted columns, the two-and-one-half-story Mason House (TAU.494) has an elaborate, dentilated, wrap-around porch with heavily bracketed columns, pendants, and a delicate balustrade. Excellent representations of the Greek Revival style are also located within the area, including the T. Halloway – D.M Ferren House, built ca. 1850, is a typical one-and-one-half-story, low pitched, gable-front, three-bay building with a molded cornice, gable-end returns, and a simple entablature door surround. Similar in massing and treatment of the door surround and eaves, the H. Worsley House (TAU.495), built ca. 1850, has corner pilasters flanking the north-facing facade.

One property within the area, the N.S. Mason House (TAU.494), is individually listed in the National Register, as part of the 1984 Taunton MRA and another property, the H. Worsley House (TAU.495) is listed in the MHC Inventory.

HISTORICAL NARRATIVE

The predominantly residential Tremont Street Area (ca. 1850-1890) was developed during an area-wide street improvement project (with Bay, Somerset, and Weir streets) that would provide a stronger connection between surrounding residential (and industrial) areas with central services around Taunton Green (Fitch 1984). Likely attributed to road improvements, the Tremont Street Area was considered home to several middle-class laborers. In 1858, of the surveyed residents within the Tremont Street Area, the majority worked in industry, including three machinists and one overseer of the Rhodes Tack Works (outside of area). The tack works was operated by members of the Rhodes family, established by Stephen Rhodes in Taunton, until the business was relocated to New Bedford in 1891. Other resident occupations included one blacksmith and two unknown positions. By 1871, the occupations of area residents had transitioned, with the majority of surveyed individuals working as blacksmiths, with one machinist, one employee of the Boston and New York Express, one teacher, and one grocer (Adams 1861).

Properties such as the N.S. Mason House (TAU.494), built ca. 1865, and the Harvey Claflen House, built ca. 1870, illustrate the popularity of highly-ornamented Italianate design on side-hall buildings for the middle class after the Civil War (Winters 1980:30). Others, such as the T. Halloway – D.M Ferren House, built ca. 1850, and H. Worsley House

INVENTORY FORM A CONTINUATION SHEET

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TREMONT STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

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220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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(TAU.495), built ca. 1850, represent one of the more popular building types constructed in the early to mid-nineteenth century often used by foremen and laborers who lived within close proximity to Taunton's industries. These side-hall plan residences were typically oriented with the gable end facing the street, to accommodate narrow residential lots in the city (Winters 1980:26).

Throughout the history of the Tremont Street Area, it has had one, small, local, commercial property that ran out of the rear of the residence at 40 Tremont Street. Ca. 1937, a small printing shop was constructed along the southern boundary of the property. By 1950, the shop expanded for the manufacturing of "die cut fabrics" (Sanborn Map Company 1937; 1950).

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INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TREMONT STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Clark, B. House	30 Tremont Street	ca. 1850	Greek Revival	1	C
	Clark, W. House	32 Tremont Street	ca. 1850	Greek Revival	1	C
	Coddington Estate	34 Tremont Street	ca. 1880	Italianate	1	C
	Murphy, W.B. House	36 Tremont Street	ca. 1870	French Second Empire	1	C
	Tinkham, J. House	38 Tremont Street	ca. 1860	Greek Revival		C
	Claflen, Harvey House	40 Tremont Street	ca. 1870	Italianate	5	C
	Smith, H. House	42 Tremont Street	ca. 1850	Greek Revival		C
	Halloway, T. – Ferren, D.M House	46 Tremont Street	ca. 1850	Greek Revival		C
	Dalglish, R. House	48 Tremont Street	ca. 1850	Greek Revival		C
	Walker, F. – French, L. House	50 Tremont Street	ca. 1850	Greek Revival		C
	Newhall, William House	52 Tremont Street	ca. 1870	Italianate (Altered)		C
TAU.494	Mason, N. S. House	58 Tremont Street	ca. 1865	Italianate	3	NR
	Mason, N.S. Apartment House	60 Tremont Street	ca. 1880	Italianate		C
	Mason, N.S. Apartment House	62 Tremont Street	ca. 1880	Italianate		C
TAU.495	Worsley, H. House	64 Tremont Street	ca. 1850	Greek Revival	4	C
	Briggs House	68 Tremont Street	ca. 1870	Italianate		C
	Residence	69 Tremont Street	ca. 1890	Italianate		C
	Drake, C. House	70 Tremont Street	ca. 1890	Italianate		C
	Cleary, W. House	71 Tremont Street	ca. 1870	Italianate		C
	Residence	73 Tremont Street	ca. 1890	Queen Anne		C
	Drake, J.C. House	74 Tremont Street	ca. 1850	Italianate		C
	Residence	75 Tremont Street	ca. 1890	Italianate		C
	Smith, W. House	77 Tremont Street	ca. 1870	Italianate		C
	Swan, George House	78 Tremont Street	ca. 1860	Greek Revival	2	C

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TREMONT STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Halloway, M.M. House	80 Tremont Street	ca. 1870	Greek Revival	2	C
	Briggs, George House	82 Tremont Street	ca. 1880	Italianate	2	C
	Residence	83 Tremont Street	ca. 1890	Italianate		C
	Haskins Apartment House	84 Tremont Street	ca. 1880	Italianate	2	C

NR Property is listed in the National Register of Historic Places
C Contributing property to the district

INVENTORY FORM A CONTINUATION SHEET

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TREMONT STREET AREA

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George Swan House, M.M. Hallaway House, George Briggs House, and Haskins Apartment House (l-r), view looking west.



N.S. Mason House (TAU.494), view looking southwest.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TREMONT STREET AREA

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The H. Worsely House (TAU.495), view looking southwest.



The Harvey Claflen House, view looking southwest.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TREMONT STREET AREA

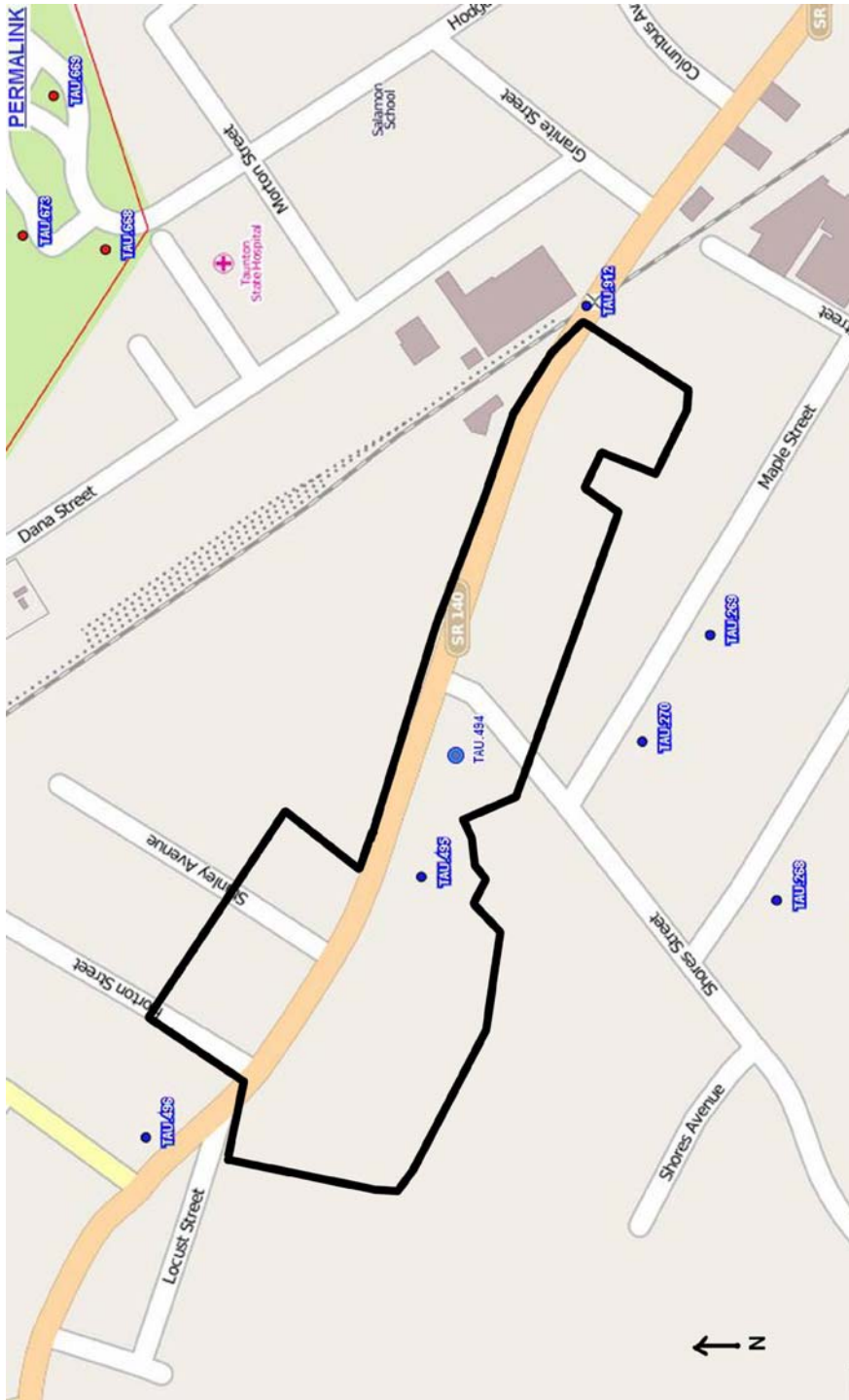
MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta

<http://maps.mhc-macris.net/>

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

TREMONT STREET AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Kathleen M. Miller, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Tremont Street Area is eligible for listing in the National Register of Historic Places under Criteria A and C at the local level in the areas of community development and architecture. Under Criterion A, the area has important associations with mid-nineteenth-century residential development of the Taunton development surrounding Taunton Green. Under Criterion C, the area is significant for its excellent collection of well-preserved Italianate and Greek Revival style residential architecture constructed between ca. 1850 and ca. 1890.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

	Taunton		
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MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: Taunton

Place (*neighborhood or village*): Downtown
Taunton/Taunton Green

Name of Area: Hodges Avenue Area

Present Use: Residential, Industrial

Construction Dates or Period: 1860 - 1930

Overall Condition: Good

Major Intrusions and Alterations: None

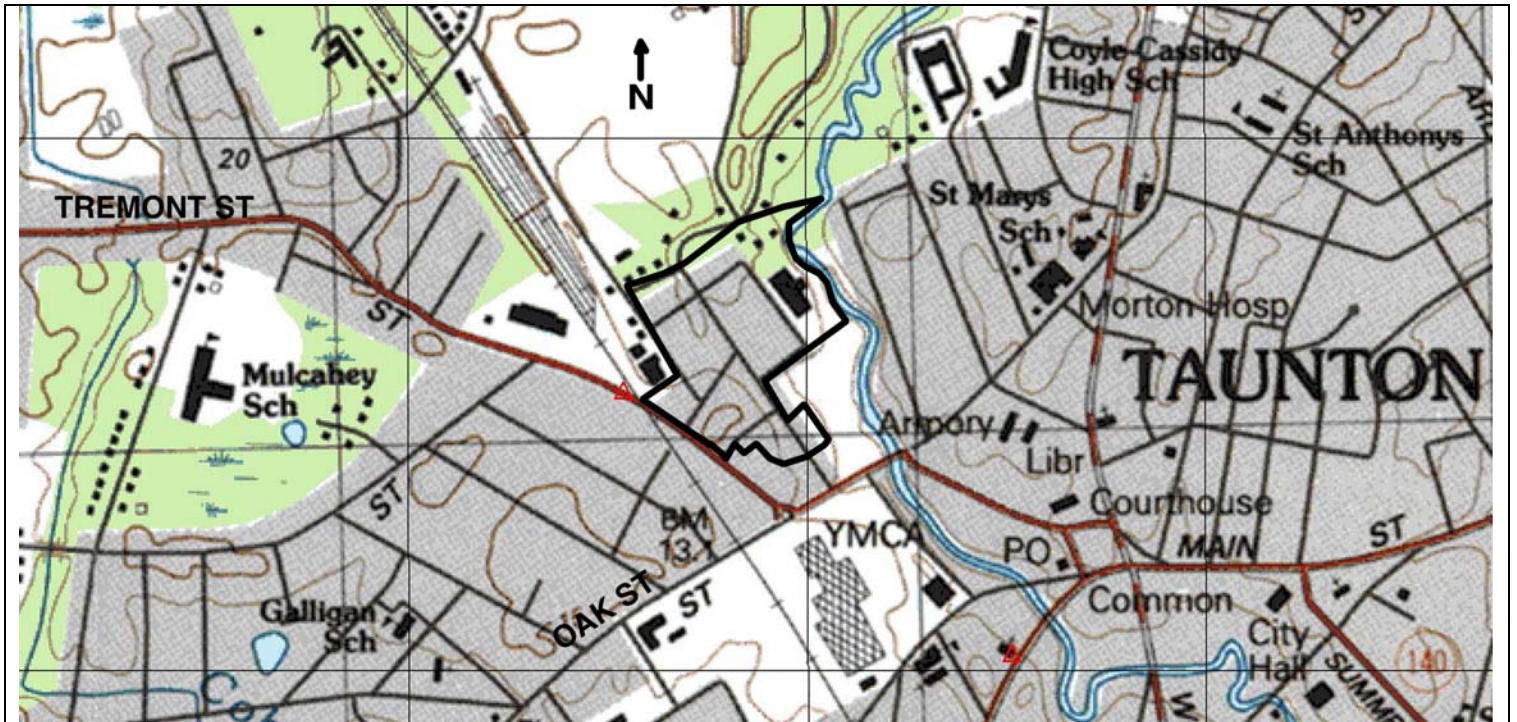
Acreage: Approx. 22

Recorded by: Q. Stuart, K. Miller, A. Cahoon

Organization: PAL

Date (*month/year*): December, 2012

Locus Map



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet

- ☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Hodges Avenue Area is an irregularly shaped neighborhood located on the northeast side of the MBTA right-of-way near Tremont Street. It is primarily multi-family residential housing centered along Hodges Avenue, demarcated by Morton Street to the north, Chandler Street to the east, and Tremont Street to the southwest. The area is comprised of 72 properties sited close to the street on lots relatively equal in size with scattered, mature vegetation between each property.

The buildings within the Hodges Avenue Area represent vernacular interpretations of popular domestic styles from the late-eighteenth and early-nineteenth century including Italianate, Queen Anne, Second Empire and Colonial Revival, as seen in varying degrees of ornamentation at 6 Morton Street and 26 Hodges Avenue. Most were constructed as two- to two-and-one-half-story multi-family houses, primarily oriented with the gable end to the street for working class families (9-15 Hodges Avenue). A few of the houses in the area, such as 6 Morton Street (ca. 1890) and 19 Dana Street (ca. 1900), were originally constructed at a smaller scale as one-and-one-half-story, single-family houses, but have since been converted into multi-family residences. The most prominent residence in the Hodges Avenue Area is at 43 Chandler Street. This Italianate-style house was constructed for George F. Pratt, a Bristol County treasurer, ca. 1880 with an Italianate-style, one-and-one-half-story carriage house at the rear of the property. Most of the Pratt House's architectural details remain with few modern replacement materials.

Although the area was predominately residential, some industrial and commercial properties were located on Chandler Avenue. The two-story, Italianate-style, brick industrial loft at 33 Chandler Street was constructed for the Canoe River Mill in 1875 for the production of cotton textiles. The mill complex was expanded throughout the twentieth-century by its second occupants, the Diamond Textile Mill, but the main loft remains relatively intact. An ice plant was constructed at 12 Chandler Street, directly opposite the Canoe River Mill Complex, in the early twentieth century. The one-story, brick ice factory building with a wood-frame monitor was converted to apartments in the late twentieth century.

Some mid- to late-twentieth century infill has also occurred, but the area still retains its original streetscape and setting. Over time, some houses have been modified to meet current needs primarily with the replacement of exterior materials and windows; however most structures retain their original massing and form.

HISTORICAL NARRATIVE

The Hodges Avenue Area was a fairly remote area in Taunton until the mid- to late-nineteenth century. It was farmland, primarily owned by William Hodges in the late-eighteenth and early-nineteenth centuries. Hodges was a descendant of one of Taunton's "twelve-shilling men," also named William Hodges, who came to the settlement after the original forty-six families and paid twelve shillings into a common fund for the right to share in any subsequent land divisions. The younger Hodges owned the property along the north side of Tremont Street and most likely constructed the house at 23 Tremont Street ca. 1830. Hodges' son William C. Hodges inherited the property from his father in the 1850s. William C.'s sister, Mrs. Mary C. Hodges-Dean, had acquired the property from her brother by 1871. Mary had married Robert S. Dean in 1832 and lived at his estate 51 Tremont Street (now demolished), but she continued to retain her own significant amount of real estate. The couple divorce in 1874 and she moved back to her property at 23 Tremont Street where she ran a boarding house (Hanna 2007; Dunbar 1836; Walling 1858; Beers 1871; Sampson 1874).

Continuation sheet 1

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

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At approximately the same time Mrs. Dean acquired the property along Tremont Street, Hodges and Chandler avenues and Norton (now Morton) and Dana streets were laid out and Granite Street was extended past Tremont Street, most likely by the Hodges family. Housing lots were also laid out and by 1871 five residences were constructed; one has since been demolished. One of these buildings, at 12 Morton Street, was constructed by Miss Rebekah Ashley for use as a boarding house ca. 1870. E.C. Strange also built several houses along Chandler Avenue and Morton in the 1870s and 1880s (47 Chandler Avenue and 10 Morton Street), presumably to house employees of his nearby Strange Cylinder Saw Manufacturing Company (not extant). Mrs. Mary C. Dean constructed two additional tenements on her property by 1886 (4 Granite Street and 3 Columbus Avenue). By 1895, Mrs. Dean had divided the remainder of her property and sold it for residential development (Beers 1871; Walker 1886; Everts and Richards 1895).

Most of the housing in the area is typical Taunton worker housing constructed in the late-nineteenth and early-twentieth centuries. However, unlike many other areas of Taunton, this neighborhood did not appear to develop around or by a single mill or company. The area surrounding the neighborhood was heavily built up with mills and factories, including the White Warner and Co. Stove Foundry between Dana Street and the New York, New Haven, and Hartford Railroad right-of-way; the Dean Cotton & Machine Co. Works along the Mill Rive off Washington Street; and the William Mason & Co. Machine Works at Westminster and Washington streets. The majority of these industrial complexes are not extant. Within the Hodges Avenue Area were several smaller manufacturers including the Canoe River Mill at 33 Chandler Street who produced cotton textiles; the P.P. Case Co. at 11 Granite Street manufacturer of top roll covers used in the textile industry; and an ice plant at 12 Chandler Street. The third County Jail was constructed at the corner of Chandler and Hodges avenues, across from Columbus Avenue, in 1873. The jail was demolished and replaced by a Taunton Community Housing complex in the 1960s. A large addition was added to the south end of the Canoe River Mill loft building at 33 Chandler Street in the mid- to late twentieth century. Residential construction within the area increased in the early twentieth century as a reaction to the success of the surrounding industries; however many were modified throughout the twentieth century with replacement windows and exterior materials.

Due to the loss and alteration of manufacturing complexes, and the lack of cohesion derived from identifiable significant associations to Taunton's history, the Hodges Avenue Area is not eligible for listing in the National Register of Historic Places (Sanborn 1898; Everts and Richards 1895; Hanna 2007).

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Continuation sheet 2

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	4 Chandler Avenue	ca. 1890	Italianate		C
	Residence	6 Chandler Avenue	ca. 1920	Colonial Revival – altered		NC
	Ice Plant	12 Chandler Avenue	ca. 1910	Italianate		C
	Residence	30 Chandler Avenue	ca. 1900	Italianate		C
	Canoe River Mill – Diamond Textile Mills, Inc.	33 Chandler Street	ca. 1880; ca. 1990 addition	Italianate/Loft	4	C
	Pratt, George F. House	43 Chandler Street	ca. 1880	Italianate	3	C
	Pratt, George F. Carriage House	43 Chandler Street	ca. 1880	Italianate	3	C
	Strange, E.C. House	47 Chandler Street	ca. 1870	Vernacular		C
	Residence	3 Columbus Avenue	ca. 1870	Italianate		C
	Residence	4 Columbus Avenue	ca. 1890	Queen Anne – altered		C
	Residence	6 Columbus Avenue	ca. 1890	Italianate		C
	Residence	7 Columbus Avenue	ca. 1900	Queen Anne – altered		C
	Residence	8 Columbus Avenue	ca. 1900	Queen Anne - altered		C

Continuation sheet 3

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	9 Columbus Avenue	ca. 1900	Queen Anne		C
	Residence	9 Dana Street	ca. 1900	Vernacular		C
	Residence	11 Dana Street	ca. 1990	Colonial Revival/Cape		NC
	Residence	19 Dana Street	ca. 1900	Vernacular		C
	Residence	3 Granite Street	ca. 1890	Italianate – altered		C
	Dean, Mrs. Mary Tenement	4 Granite Street	ca. 1880	Italianate		C
	Residence	5 Granite Street	ca. 1890	Italianate		C
	Residence	10 Granite Street	ca. 1890	Italianate – altered		C
	Case, Pardon P. Residence and Factory	11 Granite Street	ca. 1880	Italianate – altered		C
	Residence	13 Granite Street	ca. 1890	Vernacular		C
	Dean, Mrs. Mary Tenement	14 Granite Street	ca. 1880	Italianate		C
	Residence	9 Hodges Avenue	ca. 1890	Italianate	1	C
	Residence	10 Hodges Avenue	ca. 1890	Italianate – altered		C
	Residence	11 Hodges Avenue	ca. 1890	Italianate	1	C
	Residence	12 Hodges Avenue	ca. 1890	Colonial Revival		C
	Residence	13 Hodges Avenue	ca. 1890	Italianate	1	C
	Residence	14 Hodges Avenue	ca. 1890	Italianate		C
	Residence	15 Hodges Avenue	ca. 1890	Vernacular	1	C
	Holmes, C. R. House	16 Hodges Avenue	ca. 1880	Italianate – altered		C
	Paul, J. House	17 Hodges Avenue	ca. 1870	Second Empire	1	C
	Residence	18 Hodges Avenue	ca. 1895	Italianate		C

Continuation sheet 4

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

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	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Eddy House	19 Hodges Avenue	ca. 1870	Italianate – altered		C
	Residence	20 Hodges Avenue	ca. 1895	Italianate		C
	Residence	26 Hodges Avenue	ca. 1900	Queen Anne	2	C
	Residence	30 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	32 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	33 Hodges Avenue	ca. 1890	Italianate		C
	Residence	34 Hodges Avenue	ca. 1890	Italianate		C
	Residence	35 Hodges Avenue	ca. 1890	Italianate – altered		C
	Residence	36 Hodges Avenue	ca. 1880	Italianate		C
	Residence	37 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	39 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	40 Hodges Avenue	ca. 1890	Italianate		C
	Residence	41 Hodges Avenue	ca. 1910	Colonial Revival		C
	Residence	43 Hodges Avenue	ca. 1910	Queen Anne		C
	Residence	44 Hodges Avenue	ca. 1890	Italianate		C
	Residence	45 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	46 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	47 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	48 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	50 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	51 Hodges Avenue	ca. 1960	Ranch		NC

Continuation sheet 5

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	See data sheet
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MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Residence	52 Hodges Avenue	ca. 1900	Queen Anne		C
	Residence	2 Morton Street	ca. 1880	Italianate		C
	Residence	4 Morton Street	ca. 1900	Queen Anne		C
	Residence	5 Morton Street	ca. 1920	Queen Anne		C
	Residence	6 Morton Street	ca. 1890	Italianate		C
	Residence	9 Morton Street	ca. 1900	Queen Anne		C
	Strange, E.C. Tenement	10 Morton Street	ca. 1880	Vernacular		C
	Ashley, Miss Rebekah Boarding House	12 Morton Street	ca. 1870	Italianate - Queen Anne alterations		C
	Residence	16 Morton Street	ca. 1910	Queen Anne		C
	Residence	18 Morton Street	ca. 1950	Ranch		NC
	Residence	19 Morton Street	ca. 1910	Queen Anne		C
	Residence	21 Morton Street	ca. 1910	Queen Anne		C
	Garrish, Charles H. House	22 Morton Street	ca. 1880	Italianate – altered		C
	Residence	23 Morton Street	ca. 1910	Queen Anne		C
	Residence	21 Tremont Street	ca. 1900	Colonial Revival/ Duplex		C
	Hodges, W.C. – Dean, M.C. House	23 Tremont Street	ca. 1830	Federal – altered		C
	Residence	27 Tremont Street	ca. 1890	Italianate		C

C Contributing property to the district
 NC Non-contributing property to the district

Continuation sheet 6

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



26 Hodges Avenue, view looking west.



43 Chandler Avenue, view looking northeast.

INVENTORY FORM A CONTINUATION SHEET

TAUNTON

HODGES AVENUE AREA

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

See data sheet



33 Chandler Avenue, view looking southeast.

APPENDIX E-2
Addendum

Individual Properties
(alphabetical by community)

Revision and Addendum to 12 Individual Properties, March 15, 2013
Per MHC Comment Letter dated February 21, 2013, Map ID #s:

FR.003
FR.011
FR.050
FR.052
FR.053
FR.067
FR.110 (new form)
Ft.002
NB.010
NB.029
Ra.001
Ra.011

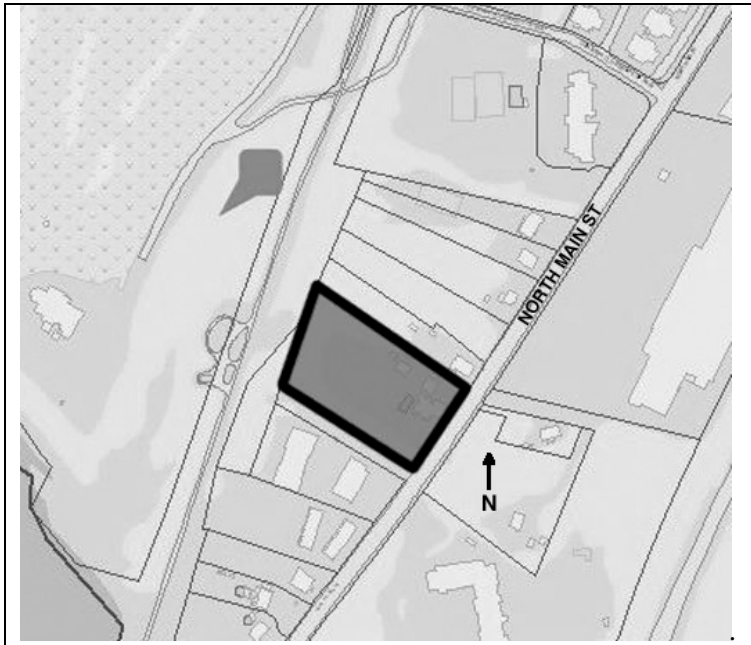
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon
Organization: PAL
Date (*month / year*): December 2012

Assessor's Number USGS Quad Area(s) Form Number

X-03-0005

Somerset

FLR.0284

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 4042 North Main Street

Historic Name: Hathaway, Jael House

Uses: Present: Residential

Original: Residential

Date of Construction: Circa 1785

Sources: Rosebrock 1977, Earl 1877, Hurd 1883

Style/Form: Federal

Architect/Builder: Unknown

Exterior Material:

Foundation: Parged Stone

Wall/Trim: Wood Shingle

Roof: Asphalt Shingle

Outbuildings/Secondary Structures:

One detached, English style barn

Major Alterations (*with dates*):

Early-20th-century front porch addition, mid- to late-20th-century modifications in materials.

Condition: Fair

Moved: no ☒ yes ☐ **Date:**

Acreage: 2.5

Setting: The property is located along a thoroughfare in a mixed residential and commercial area, approximately 400 feet east of the Fall River Secondary right-of-way.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

4042 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0284

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION:**

The Jael Hathway House at 4042 North Main Street, built circa 1785, is a rectangular, two-and-one-half-story, five-bay by three-bay, side-gabled, wood-framed, Federal style house with early 19th century and similarly styled one-story rear hipped-roof ell additions sheathed in clapboard and vinyl siding. The house shares a relatively flat, slightly sloping lot with a circa 1820 English barn, a non-historic outbuilding, and pool. A non-historic wooden fence extends across the eastern boundary line, interrupted by two sets of granite stairs, a walkway, and a paved driveway. Plantings immediately surround the footprint of the house. The building has an asphalt roof pierced by a large central brick chimney, wood-shingle siding, and a parged stone foundation. A molded cornice wraps around the roofline of the building, with returns at the gable end. Across the east-facing facade, the cornice is dentilated. The main entrance is simple, with Doric columns and pilasters with a beveled door surround and dentilated cornice. The fenestration is regular, with original openings and similarly styled six-over-one mixed historic double-hung wood sash and non-historic vinyl windows that have decorative exterior shutters. The detached English barn is a rectangular, side-gabled building oriented east, with an asphalt roof, clapboard siding, and a foundation not visible from the public way. The barn features prominent iron-strap hinged wooden doors built of diagonal boards with a simple door surround and a molded cornice. A similarly designed hay door and two-over-two double hung wood sash window, along with an iron hay fork, sit within a dominant centered gable. The façade also features two non-historic, single-pane, fixed windows with decorative exterior shutters.

HISTORICAL NARRATIVE

The property is reported to have been commissioned by Jael Hathaway, captain of a Freetown battalion of Loyalists during the American Revolution around 1785. The Jael Hathaway House was prominently situated on a raised landscape along a thoroughfare. The portion of Freetown that included this property was annexed to Fall River in 1858. A written description of the property from 1894 described the building as having a wood divided door, secured with a horizontal wood beam at the main entrance (French 1894:122). The first owner, for whom the house is named, was a former American Revolutionary War Loyalist captain named Jael Hathaway (1719-1811). Following his marriage in 1785, Hathaway allegedly bought the property for his new wife, Elizabeth. Between two wives, Hathaway bore nine children. The property subsequently remained in the Hathaway family for over a century, falling under the ownership of his son Russell, and his grandson David (State of Massachusetts 1739; Earl 1877; Hurd 1883; Winslow n.d.; Rosenbrock 1977).

BIBLIOGRAPHY and/or REFERENCES

Earl, Henry H.

1877 *A Centennial History of Fall River, Massachusetts*. Atlantic Publishing and Engraving Company, New York, NY.

French, Anne Warner and Abbie Maria French

1894 *An American Ancestry*. Hall, Black, and Company, Minneapolis, MN

Hurd, D. Hamilton

1883 *A History of Bristol County Massachusetts*. Volumes 1 & 2. J. W. Lewis & Company, Philadelphia, PA.

Rosebrock, Ellen
1977 *MHC Building Form: Jael Hathaway House.* On file, Massachusetts Historical Commission, Boston, MA.

State of Massachusetts
1739 *Fall River*, Massachusetts, Town and Vital Records, 1620-1988

Winslow
n.d. “Old Houses,” Typescript. On file, Fall River Historical Society, Fall River, MA.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

4042 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0284

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, March 2013

The criteria that are checked in the above sections must be justified here.

The Jael Hathaway House at 4042 North Main Street in Fall River (FLR.0284) is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C, for its associations with a Revolutionary War Loyalist captain and as a rare surviving early local example of a Federal style house with an intact nineteenth-century barn.

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

RAILROAD BRIDGE NEAR
ASHLEY STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Prepared by PAL, March 2013

This continuation sheet is a supplement to the existing inventory form.

HISTORICAL NARRATIVE (Continued)

Historical maps, census data, and nineteenth-century histories of Fall River do not provide any definitive information concerning the origins and use of Ashley's Lane and the associated wharf on the Taunton River. The Ashley family held a notable place in the history of Steep Brook, an early agricultural community along the Taunton River in Fall River. Maps of the mid and late nineteenth century show William, William H., and Job B. Ashley residing about 0.25 miles north of Ashley's Lane, on the east side of North Main Street. One of these residences, the Ashley House at 3159 North Main Street (FLR.276; now demolished) was listed in the National Register as part of the Fall River Multiple Resource Nomination in 1983. No maritime pursuits are recorded in historical documents for these persons. William Ashley is recorded in various documents as a trader and farmer. His son William H. Ashley identified himself as a grocer and was also a director on the boards of the Montaup and Weetamoe Mills in the city. During the nineteenth century, the wharf itself was located behind the properties of Henry Elsbury (a/k/a Elsbree). This name does not appear in standard histories of the city, although Henry Elsbree appears in the census rolls of the period as a farmer (Briggs Directory and Publishing Co. 1888; Earl 1877; Everts & Richards 1895; Hurd 1883; Rosebrock 1977; US Bureau of the Census 1850, 1880; Walker 1883; Walling 1852;).

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Rosebrock, Ellen

1977 Ashley House. Massachusetts Historical Commission Form B – Building. On file, the Massachusetts Historical Commission, Boston, MA.

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

RAILROAD BRIDGE NEAR
ASHLEY STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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U.S. Bureau of the Census

1850 *United States Federal Census*. Schedule I - Free Inhabitants in the Town of Fall River in the County of Bristol.

1880 *United States Federal Census*. Schedule I - Free Inhabitants in the Town of Fall River in the County of Bristol.

Walker, George H.

1881 *New Map of Bristol County, Massachusetts*. George H. Walker & Co., New York, NY.

Walling, Henry F.

1852 *Bristol County, Massachusetts*. C. & A. Taber, Boston, MA.

FORM A - AREA

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

	Fall River		
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Town/City: Fall River

Place (*neighborhood or village*): 207 Essex Street

Name of Area: St. Michael's Roman Catholic Church

Present Use: Ecclesiastical

Construction Dates or Period: 1896 - 1957

Overall Condition: Good

Major Intrusions and Alterations: None

Acreage: 2.180

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month/year*): March, 2013



☐ see continuation sheet

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

ST. MICHAEL'S ROMAN
CATHOLIC CHURCH

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

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- ☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The St. Michael's Roman Catholic Church complex is comprised of three buildings located at the southwest corner of Essex and the Fall River Main Line railroad right-of-way. St. Michael's Roman Catholic Church (1896; 1921-22) sits on a property with the former French Second Empire style St. Michael's Rectory (1902) to the west and the Mid-Twentieth-Century Modern style St. Michael's School (1957) to the east. The topography is raised and retained by a concrete wall. Paved walkways and two sets of concrete stairs with iron railings fill in the remaining open land on the lot.

St. Michael's Roman Catholic Church was constructed in 1896 as a "basement" church and completed in 1921-1922. It is a rectangular-shaped, three-bay by six-bay, gabled Neo-Gothic Revival style brick building with a two-story central nave, flanking one-story aisles, and a contrasting high-style facade of wood-frame construction sheathed in concrete. The three-bay by one-bay, north-facing facade is divided into three sections, comprised from west to east of the nave, an aisle, and an aisle with a rectangular tower. This elevation has shaped parapet roofs with copper flashing, concrete panel sheathing distressed to resemble stucco, full-height corbelled concrete pilasters, a concrete sill sheathed in marble, and a concrete foundation. The prominent, central nave features a large, elaborate stained glass Tudor arch window with cast stone tracery and a concrete frame. Both aisle facades have small rounded-arch stained glass windows with cast stone tracery. All wood paneled doors are surrounded by thick concrete frames sheathed in marble, with flanking pointed marble pilasters and carved terracotta panels.

The remainder of the building consists of a gable-front nave and flanking flat-roofed additions with a copper cornice, stretcher bond brick walls with a soldier trim, and a concrete foundation. Thick brick pilasters capped with concrete decorate the walls of the aisles. The fenestration is regular with stained glass cast-stone tracery windows, concrete lintels, and concrete sills. The nave has Tudor arch windows, the aisles have paired trefoil arched windows with a concrete frame, and the additions have singular trefoil arched windows.

Constructed in 1902, St. Michael's Rectory is a rectangular, two-story, three-bay by four-bay, wood-framed, French Second Empire building with a hipped mansard roof. Since the period of significance, the rectory has been altered with the introduction of vinyl siding and vinyl replacement windows.

St. Michael's School was constructed in 1957 as a two-story, brick Mid-Twentieth-Century Modern style building with an irregular plan. The building has parapet roof with copper coping, a tall, narrow, brick chimney piercing the center of the flat roof, and two flanking bays extending from the north elevation. Above the main entrance are two inset terra cotta panels with ecclesiastical ornamentation and a slender terra cotta Latin cross extending from the parapet.

HISTORICAL NARRATIVE

The St. Michael's Roman Catholic Church was constructed in 1896 as a basement church to serve a large community of immigrants from the Azorean Islands of Portugal, who settled in Fall River in the late-nineteenth century. In 1902, the church expanded to include a French Second Empire style rectory adjacent to St. Michael's Church on Essex Street, which has since lost architectural integrity. By 1915, there was a significant influx of Portuguese to the city. In the early twentieth century, a few churches associated with the Portuguese community were constructed, but these are no longer

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

ST. MICHAEL'S ROMAN
CATHOLIC CHURCH

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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extant. Between 1921 and 1922, major additions were made to the basement church by the Charles Hodgate Company of Boston, MA, who constructed a Neo-Gothic Revival concrete building and facade. The center of a large Portuguese community, the church provided house calls while the church was temporarily closed while under construction. These house calls were carried out by Father John de Fontes Ferraz (Pastor from 1917 until 1944), who conducted baptisms and other religious ceremonies. After the church renovations were completed, the parish began looking for sites to house their school. In 1930, the parish purchased the Fulton Street School from the City of Fall River and four years later the parish received the Lindsey Street School (no longer extant) as a donation. It was not until 1957, when the parish purchased land to the east of the church to construct a new school (MHC 1982; St. Michael's Parish 2012).

St. Michael's Roman Catholic Church was built in an area with several religious buildings and structures, including St. Michael's Rectory, St. Matthew's Convent, St. Matthew's School, St. John's Cemetery, and St. Joseph's Church complex to the south (Sanborn Map Company 1933; 1933-1950). The building's construction occurred during a transitional period in Fall River history when construction in Fall River was moving from ecclesiastical buildings to educational buildings. Several massive ecclesiastical buildings were constructed in the late nineteenth century. Catholic properties built during this era included Saint Joseph's Roman Catholic Church (MHC No. FLR.240) and several properties constructed by Louis G. Destremps, a local architect of Catholic properties, including Saint Anne's Roman Catholic Church (MHC No. FLR.1534), Saint Anne's Rectory (MHC No. FLR.1535), Saint Anne's Convent (MHC No. FLR.1521), St. Joseph's Orphanage (MHC No. FLR. 1536), Notre Dame School (MHC No. FLR.1529), and the Jesus Marie Convent (FLR.1528) (MHC 1982).

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Massachusetts Historical Commission (MHC)

1982 *MHC Reconnaissance Report: City of Fall River*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Sanborn Map Company

1933 *Bristol County, Fall River, Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.

1933- *Bristol County, Fall River, Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.
1950

St. Michael's Parish, Fall River, MA

2012 "History," *St. Michael's Parish, Fall River, MA*. Available On-line at: <http://smpfr.org/parish/history>.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

ST. MICHAEL'S ROMAN
CATHOLIC CHURCH

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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AREA DATA SHEET

MHC Number	Property Name	Address	Const. Date	Style/Form	Photo No.	Status
	St. Michael's Roman Catholic Church	207 Essex Street	1896; additions 1921-22	Neo-Gothic Revival	1, 2	C
	St. Michael's Rectory	207 Essex Street	1902	French Second Empire	1, 3	C
	St. Michael's School	207 Essex Street	1957	Contemporary	1, 4	C

C Contributing property to the area
NC Non-contributing property to the area

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

ST. MICHAEL'S ROMAN
CATHOLIC CHURCH

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

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Photograph 2. St. Michael's Church, view southeast.



Photograph 3. St. Michael's Rectory, view southwest.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

ST. MICHAEL'S ROMAN
CATHOLIC CHURCH

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

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Photograph 4. St. Michael's School, view southwest.

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

ST. MICHAEL'S ROMAN
CATHOLIC CHURCH

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☒ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ DCriteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ GStatement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, March 2013*The criteria that are checked in the above sections must be justified here.*

The St. Michael's Roman Catholic Church Complex at 207 Essex Street, consisting of a contributing church with two secondary buildings (church rectory and school), is eligible at the local level under Criteria A and C for its associations with the growing Portuguese community of Fall River in the early to mid-twentieth century and as an excellent example of an ecclesiastical Neo-Gothic Revival style. The period of significance for the complex extends from 1896, when the property was first developed, until 1957, when the St. Michael's School was constructed adjacent to the church as a replacement for two deteriorating school buildings located several blocks away from the church. The church is a well-preserved example the Neo-Gothic Revival style, which was uncommon in late-nineteenth- to early-twentieth-century Fall River. The 1921-1922 Neo-Gothic Revival style church building and facade was constructed by Charles Hodgate Company of Boston, MA. The property was first developed in 1896 as a basement church to serve a large community of immigrants from the Azorean Islands of Portugal. In 1902, the church expanded to include a French Second Empire style rectory just west of St. Michael's Church on Essex Street. The Mid-Twentieth-Century Modern style school was constructed in 1957 to accommodate the growing church community. Although the rectory has been altered with the introduction of vinyl siding and vinyl replacement windows, it retains integrity and architectural context within the complex with its original massing and form.

St. Michael's Roman Catholic Church Complex is also eligible as a contributing resource to the North End Roman Catholic Historic District, which also includes St. John's Cemetery, St. Matthew's School, and St. Matthew's Convent. Together, these abutting properties are eligible at the local level as a historic district under Criteria A and C. Under Criterion A, the district has important historical associations with the massive influx of foreign-born immigrants who filled manual labor positions at Fall River textile manufacturing companies and with the separation of immigrant communities by the Catholic church in the mid-nineteenth to early twentieth century. St. Michael's Roman Catholic Church was developed to accommodate the growing Portuguese community; St. Matthew's Church (also known as St.

Continuation sheet 7

INVENTORY FORM A CONTINUATION SHEET

FALL RIVER

ST. MICHAEL'S ROMAN
CATHOLIC CHURCH

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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Mathieu's Church; demolished in 1990), Convent, and School were developed for the French-Canadian community; and St. John's Cemetery accommodated the Irish population. The district's period of significance begins in 1850, with the establishment of the predominantly Irish St. John's Cemetery. The principal period of development occurred before 1920, when Fall River's industrial economy collapsed due to the lowering of prices and competition with manufacturing companies in southern United States after World War I. The institutions continued to serve their respective congregations to varying degrees. The period of significance extends to 1957 when St. Michael's School was erected. The district is also eligible under Criterion C for its excellent local examples of Celtic style funerary art at St. John's Cemetery and uncommon ecclesiastical Neo-Gothic Revival style architecture at St. Michael's Church.

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

189 WELLINGTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Prepared by PAL, March 2013

This continuation sheet is a supplement to the existing inventory form.

HISTORICAL NARRATIVE (Continued)

Developed to accommodate the St. Mathew's Church community, St. Matthew's Convent was constructed about 1920 within the St. Matthew's Church complex between St. Matthew's Church (constructed in 1893 and demolished in 1990) and St. Matthew's School (constructed ca. 1915). The convent is included in the Wellington-Brownell Street Area, along with other Roman Catholic properties in close proximity (such as the St. Michael's Church Complex and St. John's Cemetery).

St. Mathew's Church (otherwise known as St. Mathieu's Church) was likely constructed in response to the rapidly expanding immigrant community in the mid- to late-nineteenth century. Massive groups of French Canadian and Portuguese individuals were immigrating to the city to work in the textile mills. Until the construction of St. Anne's Church (FLR.AP) in 1869, St. Mary's Church (FLR.432) was the only Catholic institution in Fall River. St. Mathew's Church was built in 1893, likely to accommodate the French-Canadian Catholic community from St. Mary's Church (Everts & Richards 1895; Herald News Staff 1937).

St. Matthew's Church closed in 1989 following its final mass on Sunday, June 25 due to a decline in parishioners, a lack of clergy, and disrepair of the church building. Decline in church membership has been attributed to the construction of Massachusetts Route 79, which "disseminated" the community in the mid-twentieth century. The wood-framed church sheathed in stone bore two dominant, flanking towers on its facade, one of which had a large crack in the buttress—a dangerous condition that deemed the property a safety hazard to the neighborhood. Due to the crack and other major structural issues, without necessary funding to stabilize the building, the church was slated for demolition. Despite much opposition from former parishioners, the church was torn down in November 1990 (St. Matthew's Church; Foley 1990).

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Foley, Jack (Staff Photographer)

1990 "North End Church Being Demolished," *The Herald News*. November 12. Page 1. Fall River, MA.

Herald News Staff

1937 "First Catholic Church Built in Fall River Century Ago: Membership Has Increased Greatly Since Erection of St. John the Baptist Wooden Chapel; Many Parishes Established," *Herald News*. July 22. Fall River, MA.

St. Matthew's Church

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INVENTORY FORM CONTINUATION SHEET

FALL RIVER

189 WELLINGTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☒ Eligible **only** in a historic district
- ☒ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, March 2013

The criteria that are checked in the above sections must be justified here.

St. Matthew's Convent is eligible for the National Register as a contributing resource to the North End Roman Catholic Historic District, which also includes St. Michael's Church Complex, St. Matthew's School, and St. John's Cemetery. Together, these abutting properties are eligible at the local level as a historic district under Criteria A and C. Under Criterion A, the district has important historical associations with the massive influx of foreign-born immigrants who filled manual labor positions at Fall River textile manufacturing companies and with the separation of immigrant communities by the Catholic church in the mid-nineteenth to early twentieth century. St. Michael's Roman Catholic Church was developed to accommodate the growing Portuguese community; St. Matthew's Church (also known as St. Mathieu's Church; demolished in 1990), Convent, and School were developed for the French-Canadian community; and St. John's Cemetery accommodated the Irish population. The district's period of significance begins in 1850, with the establishment of the predominantly Irish St. John's Cemetery. The principal period of development occurred before 1920, when Fall River's industrial economy collapsed due to the lowering of prices and competition with manufacturing companies in southern United States after World War I. The institutions continued to serve their respective congregations to varying degrees. The period of significance extends to 1957 when St. Michael's School was erected. The district is also eligible under Criterion C for its excellent local examples of Celtic style funerary art at St. John's Cemetery and uncommon ecclesiastical Neo-Gothic Revival style architecture at St. Michael's Church.

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

231 WELLINGTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Prepared by PAL, March 2013

This continuation sheet is a supplement to the existing inventory form.

HISTORICAL NARRATIVE (Continued)

Developed to accommodate the St. Mathieu's Church community, St. Mathieu's School was constructed about 1915 within the St. Mathieu's Church complex southeast of St. Mathieu's Church (constructed in 1893 and demolished in 1990). The school is associated with the St. Mathieu's Convent (constructed ca. 1920) and is included in the Wellington-Brownell Street Area, along with other Roman Catholic properties in close proximity (such as the St. Michael's Church Complex and St. John's Cemetery).

St. Mathew's Church (also known as St. Mathieu's Church) was likely constructed in response to Fall River's rapidly expanding immigrant community in the mid- to late nineteenth century. Massive groups of French Canadian and Portuguese individuals were immigrating to the city to work in the city's textile mills. Until the construction of St. Anne's Church (FLR.AP) in 1869, St. Mary's Church (FLR.432) was the only Catholic institution in Fall River. St. Mathew's Church was built in 1893, likely to accommodate the French-Canadian Catholic community from St. Mary's Church (Everts & Richards 1895; Herald News Staff 1937).

St. Mathieu's Church closed in 1989 following its final mass on Sunday, June 25 due to a decline in parishioners, a lack of clergy, and disrepair of the church building. Decline in church membership has been attributed to the construction of Massachusetts Route 79, which "disseminated" the community in the mid-twentieth century. The wood-framed church sheathed in stone bore two dominant, flanking towers on its facade, one of which had a large crack in the buttress—a dangerous condition that deemed the property a safety hazard to the neighborhood. Due to the crack and other major structural issues, without necessary funding to stabilize the building, the church was slated for demolition. Despite much opposition from former parishioners, the church was torn down in November 1990 (St. Mathieu's Church; Foley 1990).

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Herald News Staff

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St. Matthew's Church

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INVENTORY FORM CONTINUATION SHEET

FALL RIVER

231 WELLINGTON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☒ Eligible **only** in a historic district
- ☒ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, March 2013

The criteria that are checked in the above sections must be justified here.

St. Matthew's School is also eligible as a contributing resource to the North End Roman Catholic Historic District, which also includes St. Michael's Church Complex, St. Matthew's Convent, and St. John's Cemetery. Together, these abutting properties are eligible at the local level as a historic district under Criteria A and C. Under Criterion A, the district has important historical associations with the massive influx of foreign-born immigrants who filled manual labor positions at Fall River textile manufacturing companies and with the separation of immigrant communities by the Catholic church in the mid-nineteenth to early twentieth century. St. Michael's Roman Catholic Church was developed to accommodate the growing Portuguese community; St. Matthew's Church (also known as St. Mathieu's Church; demolished in 1990), Convent, and School were developed for the French-Canadian community; and St. John's Cemetery accommodated the Irish population. The district's period of significance begins in 1850, with the establishment of the predominantly Irish St. John's Cemetery. The principal period of development occurred before 1920, when Fall River's industrial economy collapsed due to the lowering of prices and competition with manufacturing companies in southern United States after World War I. The institutions continued to serve their respective congregations to varying degrees. The period of significance extends to 1957 when St. Michael's School was erected. The district is also eligible under Criterion C for its excellent local examples of Celtic style funerary art at St. John's Cemetery and uncommon ecclesiastical Neo-Gothic Revival style architecture at St. Michael's Church.

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

7 OREGON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

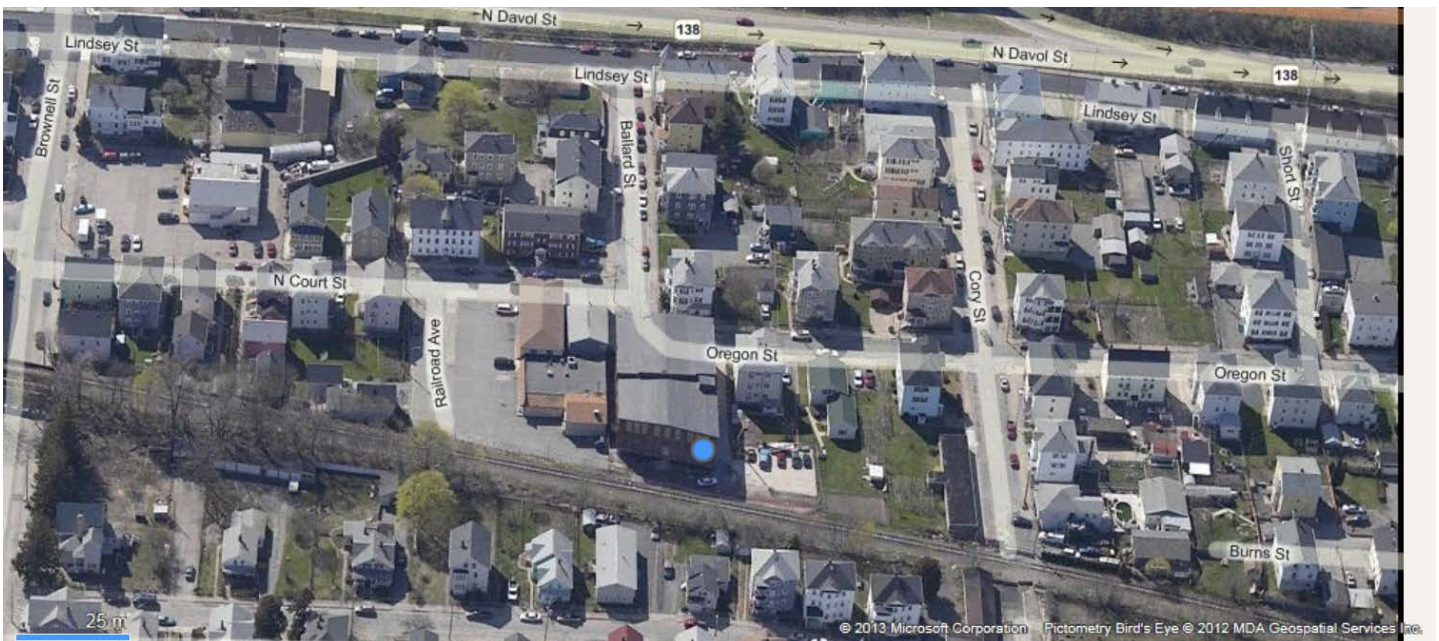
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Prepared by PAL, March 2013

This continuation sheet is a supplement to the existing inventory form.

ARCHITECTURAL DESCRIPTION (Continued)

The Westport Manufacturing Waste Department building is a freestanding mill loft neighbored by an un-related commercial building and late-nineteenth and early twentieth-century, multi-family houses and tenements. Historical map research and field survey shows that there are no buildings or residences in the neighborhood associated with the historical operations of the Westport Manufacturing Company, whose primary center of operations was in the town of Westport (Sanborn Map Company 1905, 1933, 1950).



Aerial view of the Westport Manufacturing Waste Department building oriented west (Bing 2012).

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

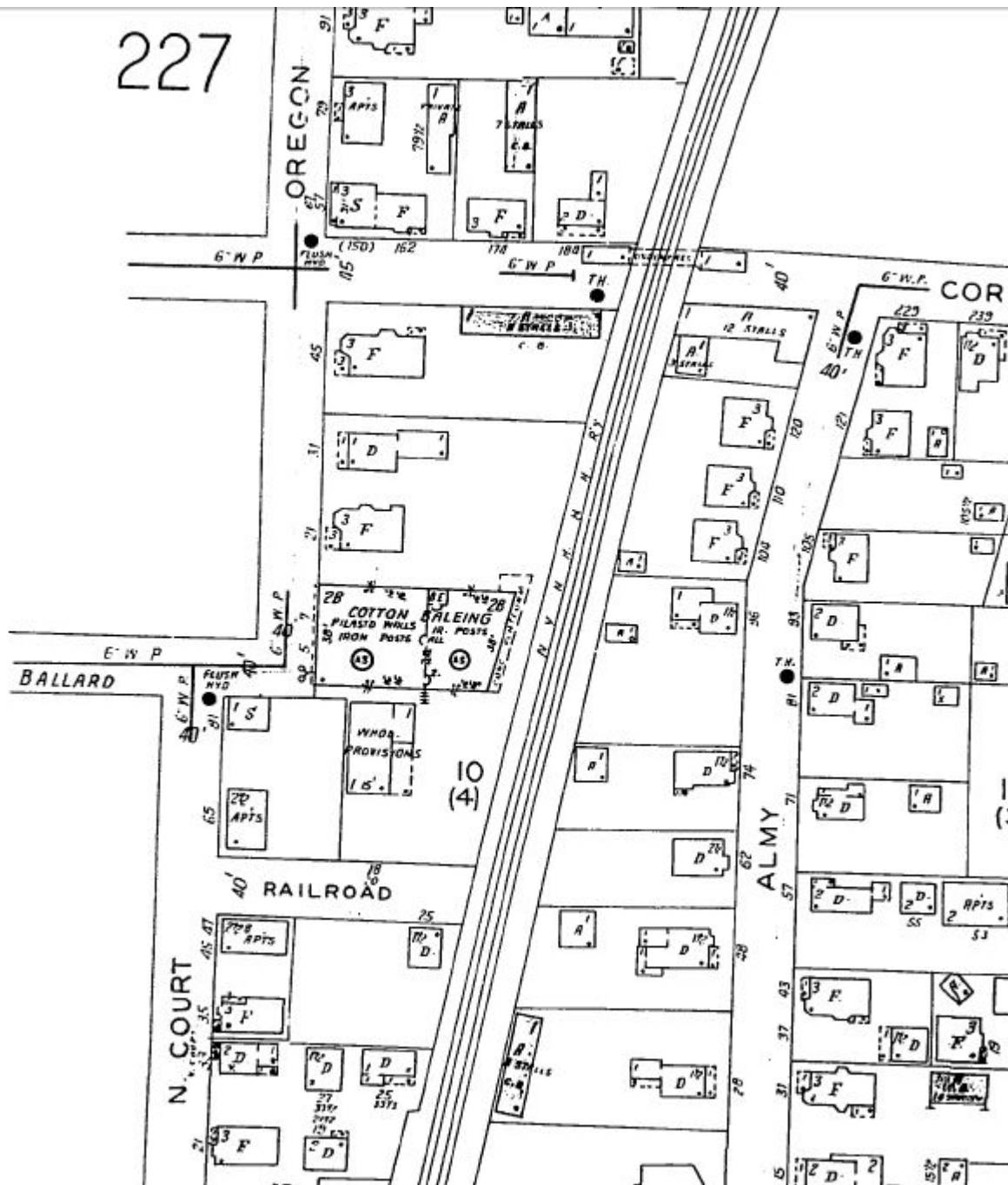
7 OREGON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Excerpt from a 1950 Sanborn map showing the Westport Manufacturing Waste Department building and its surroundings. Oriented north. (Sanborn 1950).

FORM E – BURIAL GROUND

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

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Town: Fall River

Place (*neighborhood or village*): North End

Address or Location: Northeast corner of Brightman Street and St. Mary Street

Name: St. John's Cemetery

Ownership: ☐ Public ☒ Private

Approximate Number of Stones: 600

Earliest Death Date: 1858

Latest Death Date: 1891

Landscape Architect: Unknown

Condition: Fair

Acreage: Approximately 4

Setting: Located within a dense, urban, primarily residential Wellington-Brownell Street Area along the northwest border of the Fall River Secondary railroad right-of-way. St. Mathieu's School and Convent abut to north (church demolished 1990).

Recorded by: K. Miller, A. Cahoon

Organization: PAL

Date (*month / year*): March 2013

INVENTORY FORM E CONTINUATION SHEET

FALL RIVER NORTHEAST CORNER OF BRIGHTMAN STREET
AND ST. MARY STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

VISUAL/DESIGN ASSESSMENT

St. John's Cemetery is an approximately 4-acre Irish-American Catholic cemetery that was established in 1850 and remained active until 1891. Maintained by the Catholic Diocese of Fall River, the cemetery is located on the corner of Brightman Street and St. Mary Street in the North End of the city. The property is immediately surrounded by a late-twentieth-century residential neighborhood to the south and west, Roman Catholic ecclesiastical-associated properties to the north, and the Fall River Secondary railroad right-of-way to the east.

The cemetery sits on a relatively flat, roughly rectangular parcel of land with an approximately 4-feet tall, rough-cut granite block wall capped with large, flush, rectangular-shaped granite blocks lining the southern boundary line and entrance at Brightman Street. There is one, central, vehicular entrance piercing the granite block wall with a simple iron dual swing gate. A granite block post with a concrete cap stands at the eastern end of the gate bearing a copper panel with raised lettering that reads, "ST. JOHN'S CEMETERY/ESTABLISHED 1850." A simple iron picket fence lines the western boundary at St. Mary Street, and a chain-link fence bounds the northern and eastern sides of the cemetery. Through the dual swing gate, a paved vehicular path lined with regularly spaced bushes terminates at the center of the property.

The gravestones, which date from 1858 to 1891, are predominantly of granite material, though there are marble and limestone stones. Monuments vary in shape, with simple, rounded and flat-topped headstones, pedestal monuments topped with draped urns or crosses, and flush markers. Iconography applied to the stones primarily consists of carved ivy, flora, Latin and Gothic crosses often combined with the acronym "IHS" or a crown, and Celtic crosses. Inscriptions are relatively brief with basic information (name, family relation, date of birth, date of death), yet stand out from the majority of burial grounds with the inclusion of "native of" a parish and/or county in Ireland.

A few stones include carved or sculpted Celtic crosses. The most notable is the large, Celtic cross monument for Catherine and Catherine C. Morris, who died in 1881 and 1889. With highly detailed carved Celtic ornamentation and "IHS" carved in the center of the cross, this stone is reminiscent of the larger-scale Celtic high crosses found in monastery burial grounds in rural Ireland. The cemetery is in fair condition, with several buried, out of plumb, fallen, damaged, and illegible stones.

HISTORICAL NARRATIVE

Established in 1850, St. John's Cemetery is one of the oldest Catholic cemeteries in Fall River. St. Mary's Cemetery on Amity Street has been attributed as the first. It is likely that St. John's Cemetery was associated with the Irish parishioners of the earliest Catholic Church in Fall River. St. John the Baptist Church was a small, wood-frame building constructed at the present site of St. Mary's Roman Catholic Cathedral (FLR.432) on Spring Street. The 0.24-acre lot was purchased on February 18, 1835 and St. John the Baptist Church was built two years later. In response to the growing Irish community consisting of individuals who immigrated to work in the Fall River mills following the Great Irish Famine between 1845 and 1852, the church was enlarged with a moderately sized rear addition and basement. Because this did not accommodate the fast growing community, the building was moved to Second Street [the present location of St. Mary's Rectory (FLR.432)] to make room for the construction of a larger church. In 1852, parishioners began construction of the Gothic Revival style St. Mary's Church, designed by "America's first Catholic ecclesiastical architect" Patrick Charles Keeley (Giza 1981). By 1855, the church was completed. St. John the Baptist Church was lost in a fire on July 12, 1856. St. Mary's Church was considered a parish until it was consecrated by the Roman Catholic Bishop of Boston in 1901. The church became a cathedral in 1904 with the creation of

INVENTORY FORM E CONTINUATION SHEET

FALL RIVER NORTHEAST CORNER OF BRIGHTMAN STREET
AND ST. MARY STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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the Fall River Diocese. According to the inscriptions, the Irish buried at St. John's Cemetery were native of parishes and counties all over Ireland (Herald News Staff 1937; Clement 2009; Diocese of Fall River).

BIBLIOGRAPHY and/or REFERENCES

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Diocese of Fall River

2013 "Cathedral of Saint Mary of the Assumption," *Catholic Diocese of Fall River*. Electronic document, <http://www.fallriverdiocese.org/glance.asp?display=StMarysCathedral>, accessed March 13, 2013.

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Herald News Staff

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MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s)Form No.



Photograph 2. St. John's Cemetery, view northwest.



Photograph 3. St. John's Cemetery, view northwest.

INVENTORY FORM E CONTINUATION SHEET

FALL RIVER NORTHEAST CORNER OF BRIGHTMAN STREET
AND ST. MARY STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☒ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller, and Virginia H. Adams, PAL, Pawtucket, RI, March 2013

The criteria that are checked in the above sections must be justified here.

St. John's Cemetery is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C. Under Criterion A, the cemetery has important historical associations with mid-to-late nineteenth century Irish immigration and the Irish community in the city of Fall River. With headstones that date from 1858 to 1891, the property is one of the earliest Roman Catholic burial grounds in the city of Fall River and serves as a burial site for approximately 600 Irish community residents. Under Criterion C, the Irish cemetery has excellent, intact examples of mortuary monuments with Celtic style carvings and sculpture.

St. John's Cemetery is also eligible as a contributing resource to the North End Roman Catholic Historic District, which also includes St. Michael's Church Complex, St. Matthew's School, and St. Matthew's Convent. Together, these abutting properties are eligible at the local level as a historic district under Criteria A and C. Under Criterion A, the district has important historical associations with the massive influx of foreign-born immigrants who filled manual labor positions at Fall River textile manufacturing companies and with the separation of immigrant communities by the Catholic church in the mid-nineteenth to early twentieth century. St. Michael's Roman Catholic Church was developed to accommodate the growing Portuguese community; St. Matthew's Church (also known as St. Mathieu's Church; demolished in 1990), Convent, and School were developed for the French-Canadian community; and St. John's Cemetery accommodated the Irish population. The district's period of significance begins in 1850, with the establishment of the predominantly Irish St. John's Cemetery. The principal period of development occurred before 1920, when Fall River's industrial economy collapsed due to the lowering of prices and competition with manufacturing companies in southern United States after World War I. The institutions continued to serve their respective congregations to varying degrees. The period of significance extends to 1957 when St. Michael's School was erected. The district is also eligible under Criterion C for its excellent local examples of Celtic style funerary art at St. John's Cemetery and the ecclesiastical Neo-Gothic Revival style architecture at St. Michael's Church.

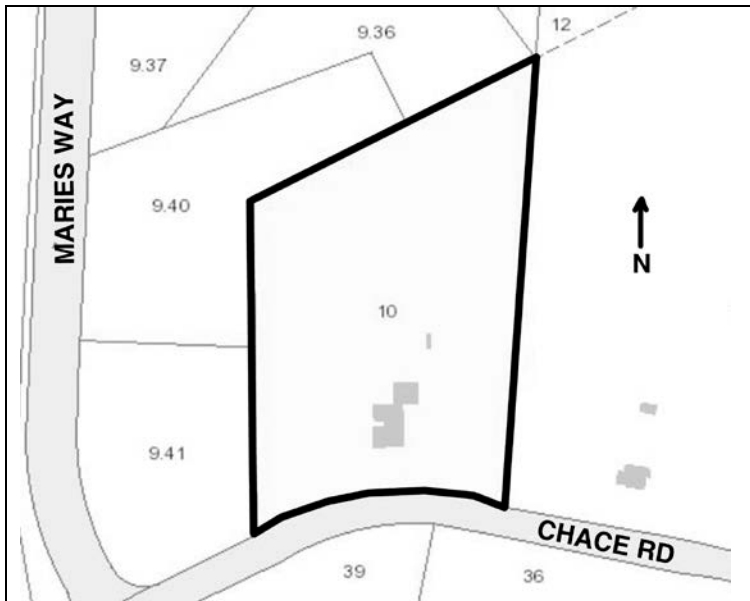
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

228-10-0-R

Assawompset
Pond

FRE.166

Town/City: Freetown

Place: (*neighborhood or village*):

Address: 76 Chace Road

Historic Name: Cummings, George House

Uses: Present: Residential

Original: Residential

Date of Construction: Circa 1806

Source: Thomas 1978; Style/Visual Inspection

Style/Form: Cape

Architect/Builder: Unknown

Exterior Material:

Foundation: Granite

Wall/Trim: Wood Clapboard

Roof: Asphalt Shingle

Outbuildings/Secondary Structures: One detached 19th-century barn.

Major Alterations (with dates): Mid-19th-century rear addition and inset entry porch.

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 2.593

Setting: Within a predominantly rural, residential area, the building is oriented south toward a commercial cranberry bog across Chace Road and north of a heavily forested landscape. The property is located approximately 400 feet west of the New Bedford Main Line right-of-way

INVENTORY FORM B CONTINUATION SHEET

FREETOWN

76 CHACE ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FRE.166

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION:**

The George Cummings House is a rectangular, five-bay by three-bay, one-story, wood framed Cape Cod cottage constructed circa 1806, with a late-nineteenth-century, one-story, side-gabled, rear addition that extends east and a secondary Queen Anne-style inset porch. The building has a side gable asphalt roof, wood clapboard siding, a mortared granite foundation, and a central brick chimney. The south-facing building sits on a slightly sloping, moderately wooded lot with plantings dotting the property. A short wood picket fence extends along the road, breaking for an unpaved driveway loop that surrounds the building. A molded wooden cornice wraps around the building at the roof line. Fenestration on the building consists of rectangular openings with wood molded lintels and sills and twelve-over-twelve double-hung windows. The main entrance piercing the center of the facade has a plain surround and a replacement wood paneled door with four lights. The secondary two-bay by two-bay Queen Anne-style inset porch is supported by three turned posts and a free classic balustrade. A detached barn constructed circa 1820 stands in the northeast corner of the property, with vertical wood sheathing board siding, an asphalt roof, and a central cupola piercing the ridgeline.

HISTORICAL NARRATIVE

The George Cummings House was constructed circa 1806, most likely for the man whom the house is named. George Cummings was involved in town as a selectman and town assessor, and served in the war of 1812. George Cummings belonged to the second Freetown company (of two) for the War of 1812. In 1834, and between 1836 and 1837, George Cummings became a town assessor, and collectively raised a total of \$4,500 for the town. Between 1837 and 1839, and again in 1841, Cummings was elected as one of the town selectmen (J.H. Franklin & Co. 1902:75, 140, 146). By the mid- to late-nineteenth century, the property was transferred into the Chace family, and in 1871, is listed under the ownership of A.H. Chace. By the 1880s, O. Chace owned the property and his heirs took over by 1895 (Beers 1871; Everts & Richards 1895; Thomas 1978).

Other examples of late eighteenth- to early nineteenth-century Cape Cod style properties throughout Freetown include the Charles A. Morton House (MHC No. FRE.133), the Hathaway House (MHC No. FRE.163), Dr. James Ashley House (MHC No. FRE.100), the Hopkins-Briggs House (MHC No. FRE.9), the Dr. Bradford Braley House (MHC No. FRE.150), and residences at 26 Forge Road (MHC No. FRE.67), and 21 Forge Road (MHC No. FRE.66).

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Massachusetts Historical Commission (MHC)

1981 *MHC Reconnaissance Survey Report: Town of Freetown*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.*Continuation sheet 1*

INVENTORY FORM B CONTINUATION SHEET

FREETOWN

76 CHACE ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FRE.166

Thomas, Helen

1978 *MHC Building Form: George Cummings House (FRE.166)*. Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.



View looking northwest towards the barn.

INVENTORY FORM B CONTINUATION SHEET

FREETOWN

76 CHACE ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FRE.166

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ **A** ☐ **B** ☒ **C** ☐ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, March 2013
The criteria that are checked in the above sections must be justified here.

The George Cummings House and Barn property at 76 Chace Road in Freetown is eligible for listing in the National Register at the local level under Criteria A and C for its association with town historical development and as a representative and well-preserved example of an early-nineteenth-century five-bay Cape Cod house and large nineteenth-century barn, owned by the Chace family until at least the end of the century.

FORM A - AREA

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

125-13

New Bedford
North

NBE.641

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Town/City: New Bedford

Place (neighborhood or village): 627-637 Tarkilm Hill Road

Name of Area: Lambeth Rope Company

Present Use: Commercial and light industrial

Construction Dates or Period: 1893, 1918

Overall Condition: Good

Major Intrusions and Alterations: Ropewalk was divided into 3 free-standing structures (2000s)

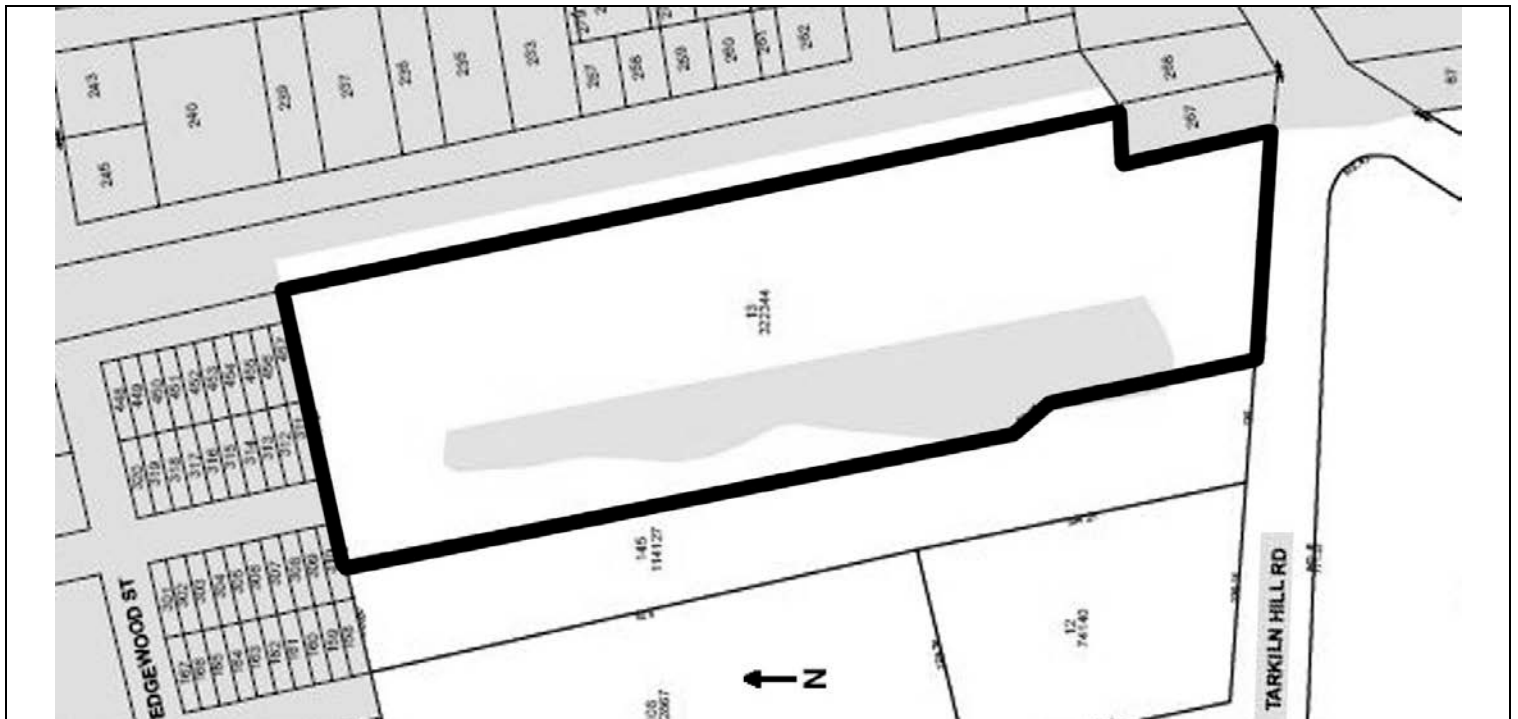
Acreage: 7.4

Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (month/year): March 2013

Locus Map



☐ *see continuation sheet*

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

LAMBETH ROPE COMPANY

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.641

☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Lambeth Rope Company Complex (MHC No. NBE.641) is made up of three vernacular industrial buildings organized on a north-south axis across a single land parcel: the Office, the Winding and Braiding Loft, and the Ropewalk. These last two buildings are connected in a headhouse and shed configuration. Open areas within the parcel are surfaced with asphalt pavement and gravel.

The Office is a one-story, five-bay-by-five-bay, brick building constructed in a typical early twentieth century industrial vernacular style. Its irregular rectangular plan faces south toward Tarklin Hill Road and is organized into a main block to the east and a wing to the west. A shed roof ell has been added to the north (rear) elevation and the wing expanded on its south side with a flat-roofed addition. The cross-hipped roof is sheathed with slate shingles and capped on the main block with a painted iron vent and flanking skylights. A hip roof dormer is located on the rear roof slope. The primary entry is located within a small projecting brick vestibule that extends from the center of the south elevation. A modern aluminum and glass door is set within a plain metal channel surround. The walls are laid in common bond with occasional Flemish bond courses and have a corbelled cornice. The rectangular window openings have quarry-faced granite window sills and lintels and are now filled with modern, one-over-one replacement aluminum units. Some window openings on the south elevation are now combined to form larger commercial-type openings. A modern awning runs across the front of the building. The foundation is poured concrete.

The Winding and Braiding Loft is a typical early-twentieth century industrial vernacular building with load-bearing brick exterior walls and an iron and wood timber internal frame of fire-resistive construction. The two-story, six-bay-by-eight-bay, mill loft has an irregular rectangular plan with a three-story stair tower on the west elevation and a one-story ell and high square chimney on the north elevation. The chimney has a flared top accented with drip corbelling. The subtly-pitched "flat" gable roof has open soffits, with wood ogee-profile cornice molding and exposed beveled rafter tails. The brick walls are laid in common bond and feature regularly spaced, tall window openings with segmental arch window openings. The walls extend to grade, with no visible foundation. Original windows are fifteen-over-fifteen, double-hung, wood sash in the main block of the mill, and various configurations of multi-light wood sash in the stair tower and ell. The windows have narrow wood brickmolds and wood sills. Approximately 50 percent of the window sash has been replaced with aluminum units with multi-light fixed or awning configurations.

The Ropewalk is a long, narrow, one-story building measuring about 800 feet long and 35 feet wide. The building was formerly attached to the rear (north) elevation of the Winding and Braiding Loft, but has been detached from that building and also subdivided into three free-standing structures by means of demolition of roughly 20 to 25-foot segments of the Ropewalk. The building has a shed roof with rubber membrane sheathing, open soffits with replacement plank cornice molding, and beveled rafter tails. Walls are brick laid in common bond with regularly-spaced windows set high on the east and west elevations. The windows have brick segmental arch lintels, wood sills, and ten-light fixed wood sash. As constructed, multiple wood and iron queen post trusses were used to support the ceiling and create clear-span interior spaces. Some of these trusses have now been replaced with wood posts. Select windows have been replaced with modern, vertical-lift garage doors on the Ropewalk's east elevation. A small, Butler-type, prefabricated metal Warehouse has been added to the north end of the east elevation.

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

LAMBETH ROPE COMPANY

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.641

A fourth building, a former railroad freight house, is now visually and functionally associated with the rope-making complex. However, this freight house is located on a separate land parcel and has no historical association with the operations of the Lambeth Rope Company. It is therefore excluded from the area boundaries.

HISTORICAL NARRATIVE

Lambeth Rope Company of New Bedford was established in 1893 for the manufacture of Lambeth Cotton Transmission Rope and Lambeth Mill Bandings, specialized products used for mechanical power transmission systems in textile mills and factories. The patent(s) for this product were held by the English firm of Thomas Hart, Ltd., which was founded in 1789 for the manufacture of rope drive products. There does not appear to have been any association of personnel between the two companies. The company constructed the Office, Winding and Braiding Loft, and the southern third of the Ropewalk in 1894 and expanded the Ropewalk to its present footprint in 1918. The mill architect was Frank A. Walker, who is not included in standard twentieth-century biographical dictionaries. The Lambeth Rope Company was a sister corporation to the Bennett Manufacturing Company and Columbia Spinning Companies of New Bedford. Following the death of Frank R. Hadley, the president of all three firms, in 1907, financial irregularities were found in the sister company that resulted in the reorganization of the Lambeth Rope Company. In 1905, the New England Cotton Yarn Corporation acquired most of the stock in the firm. Demand for rope drive products experienced a steady decline after World War I due to the demise of regional manufacturing and the widespread adoption of electric power for industrial machines. Subsequently, Lambeth Rope Company diversified into synthetic rope products for commercial fishing and other specialty applications. The company ceased operation about 1988 and, after a ten-year vacancy, was acquired by the Tarkiln Hill Realty Corporation, who also acquired the neighboring Freight House. The modifications and Warehouse addition to the Ropewalk occurred after this acquisition. The buildings are currently let to commercial and light industrial tenants (Allen 1999; *American Wool And Cotton Reporter* 1919:633; Anonymous 1934; Boston Evening Transcript 1897:2; Daigle 1977; *The Gazette* 1939:17; Massachusetts Bureau of Statistics of Labor 1897:231; Sanborn Map Company 1924; *Textile World Record* 1905:170; Wadlin 1900:31).

The Lambeth Rope Company was a relatively late surviving example of New Bedford's rope and cordage trade, which was primarily fueled by the city's nautical economy. New Bedford Cordage Company, established 1842 between Court, Park, Ash, and Kempton streets (no longer extant), was a primary example of this business, although there were multiple small ropewalks documented in the city during the nineteenth century. Lambeth Rope Company supplied the city's textile and manufacturing economy, not maritime pursuits, which explains its late success relative to the cordage industry at large. Prior to the advent of compact, powerful electric motors that could power manufacturing equipment; the predominant mode of power transmission within mills and factories was through mechanical drive trains. English precedent for these systems was iron gears and shafting. In the United States, such systems were largely supplanted by leather belts and pulleys, which proved more adaptable to American limitations on materials and technology, and structural engineering. The use of rope for power transmission was uncommon in both countries throughout mid-nineteenth century but began to receive serious study in the latter part of the century, particularly after 1890. Such systems were found to have advantages over leather belting in their lower first cost, higher efficiency, their relative elasticity that provided smoothness and evenness of power, facility for distributing power to multiple drives within a factory, quiet working, and the ease of repair. These advantages were especially noteworthy in situations where there were irregular floor plans, or where high drive speeds or large amounts of power were necessary. Lambeth Rope had a high reputation in its field for flexibility and long-wearing properties. The rope was constructed of four strands of cotton, each strand being formed of a bundle of hundreds of lightly-twisted, fine yarns that were protected with outer spiral wrapping of yarns to shield the interior core bundles (Flather 1900:1-5; 83; Hunter and Bryant 1991:130-133; Pease and Hough 1889:169-170).

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

LAMBETH ROPE COMPANY

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.641

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INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

LAMBETH ROPE COMPANY

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

	NBE.641
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AREA DATA SHEET

MHC Number	Assessor's Map/Plat/Lot Number	Property Name	Address	Const. Date	Style/Form	Photo No.	Status
NBE.641	125-13	Lambeth Rope Company Office	627 Tarkiln Hill	1894	Industrial Vernacular	1	C
NBE.641	125-13	Lambeth Rope Company Winding and Braiding Loft	637 Tarkiln Hill Rd.	1894	Industrial Vernacular	2	C
NBE.641	125-13	Lambeth Rope Company Ropewalk	637 Tarkiln Hill Rd.	1894/1918	Industrial Vernacular	3, 4	C
N/A	125-13	Warehouse	637 Tarkiln Hill Rd.	Ca. 2000	Prefabricated structure	4	NC

C Contributing property to the district.
NC Non-contributing property to the district.

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

LAMBETH ROPE COMPANY

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.641



Photo 1. Lambeth Rope Company Office.



Photo 2. Lambeth Rope Company Winding and Braiding Loft.

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

LAMBETH ROPE COMPANY

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.641



Photo 3. Southern third of the Lambeth Rope Company Ropewalk.



Photo 4. Northern two-thirds of the Ropewalk.

INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

LAMBETH ROPE COMPANY

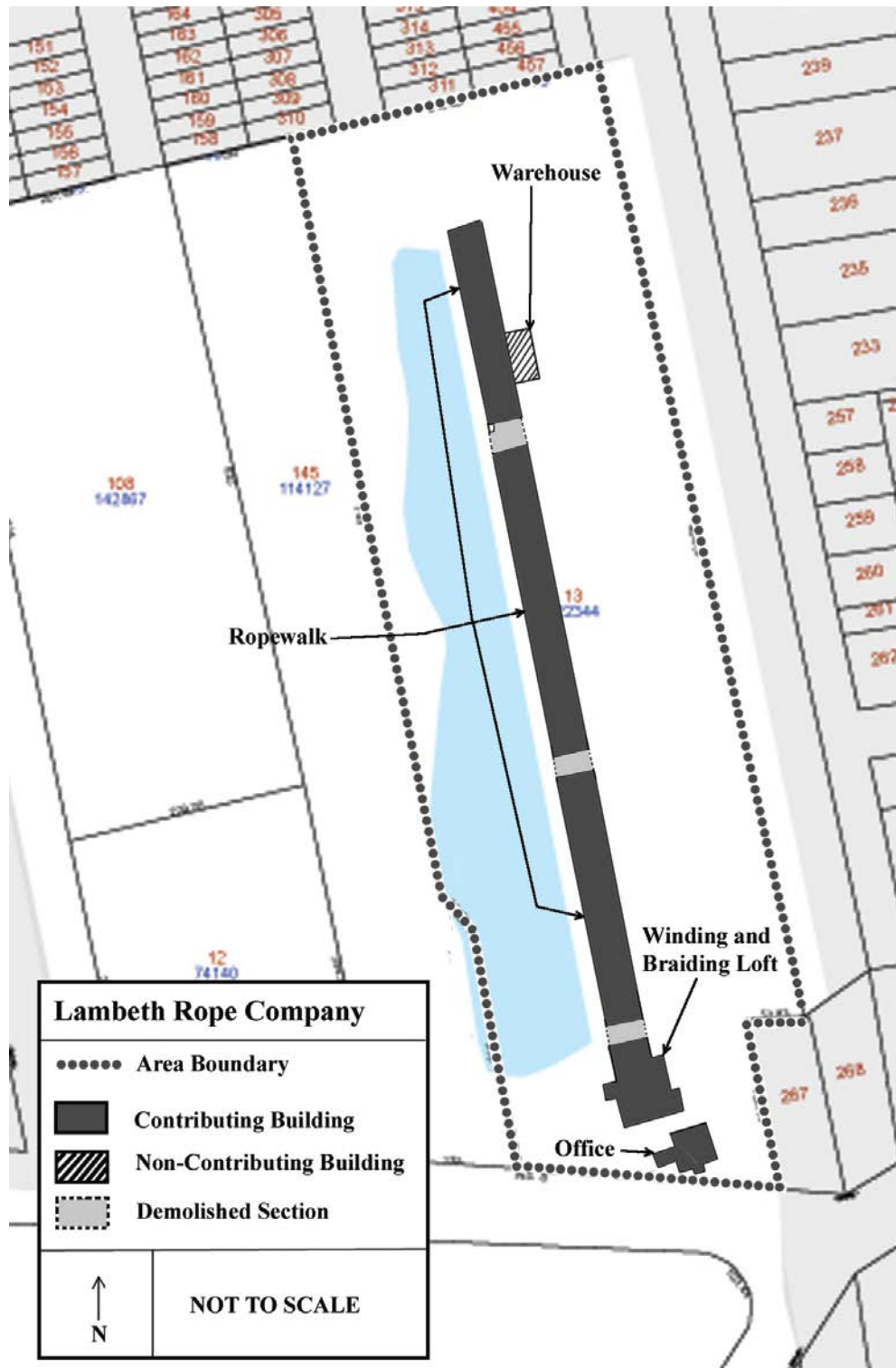
MASSACHUSETTS HISTORICAL COMMISSION

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NBE.641

Area map of the Lambeth Rope Company complex.



INVENTORY FORM A CONTINUATION SHEET

NEW BEDFORD

LAMBETH ROPE COMPANY

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

NBE.641

National Register of Historic Places Criteria Statement Form

Check all that apply:

☐ Individually eligible ☐ Eligible **only** in a historic district

☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly, and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Lambeth Rope Company complex is recommended eligible for National Register listing under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex, as a manufacturer of a specialized mill product, is significant for its associations with New Bedford's economically-significant textile industry. Under Criterion C, the complex represents an unusual example of a specialized rope manufacturing facility, including a rare surviving ropewalk building in the city. No other ropewalks are documented for New Bedford in the MHC's Inventory.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

91 199

New Bedford
North

Town/City: New Bedford

Place: (*neighborhood or village*):

Address: 1097 County Street

Historic Name: Christ Presbyterian Church

Uses: Present: Ecclesiastical

Original: Ecclesiastical

Date of Construction: 1924-1950 (Moved or Constructed)

Source: Sanborn Map Company 1924; 1924-1950

Style/Form: Gothic Revival

Architect/Builder:

Exterior Material:

Foundation: Concrete Block

Wall/Trim: Vinyl

Roof: Asphalt Shingle

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): None

Condition: Good

Moved: no ☐ yes ☒ **Date:** 1924-1950 (may have been moved)

Acreage: 0.17

Setting: Set on the corner of Sawyer Street and County Street in a predominantly residential, urban neighborhood, the building faces the New Bedford Main Line right-of-way, which is located 250 feet east.

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): March 2013

INVENTORY FORM B CONTINUATION SHEET

NEW BEDFORD

1097 COUNTY STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

The Christ Presbyterian Church is a rectangular, wood-framed, one-and-one-half-story, gable-front Gothic Revival style building with a one-room rear addition either constructed or moved to its present location between 1924 and 1950. The church has a small, steeply-pitched, hipped-roof, enclosed belfry that sits on the ridgeline of the asphalt roof, vinyl siding, and a raised rusticated concrete block foundation. Large brackets line the overhanging eaves. A prominent, full-width concrete staircase leads from County Street to two main entrances with gabled roofs, rounded arch lights, Gothic arch verge boards, pendants, and large brackets. The facade bears a central paired Gothic arch window with a carved wood lintel adorned with a fleur-de-lis. A tall and narrow brick chimney pierces the roof of the rear addition. Fenestration is regular, with simple rectangular openings, replacement doors, and 1/1 replacement windows. The original small rear addition is detailed similarly to the main block and contains a secondary front-gabled entrance.

HISTORICAL NARRATIVE

On the corner of Sawyer Street and County Street, the simple, wood-framed, Gothic Revival style Christ Presbyterian Church with a small, rear addition was either constructed or moved to its present location between 1924 and 1950, during a time when New Bedford's population peaked. As the Gothic Revival style was popular in the United States from 1840 to 1880, this property is a late example of its type (provided, it was constructed rather than moved from a previous location).

In New Bedford, the Gothic Revival style was most prevalent in residences of the 1840s. The best-preserved and widely identified example in the area is the Gothic Cottage-style William J. Rotch House (MHC No. NBE.210), constructed by renowned architect, A.J. Davis. Gothic Revival style churches were constructed in New Bedford in the mid-nineteenth century, including the granite-block, First Congregational Church (MHC No. NBE.2733, 1838), also by Davis, and the wood-framed, high-style First Congregational Church at Lund's Corner (MHC No. NBE.561, 1867), and into the late nineteenth century. with the Grace Episcopal Church (MHC No. NBE.2720, 1880) constructed by Boston Architects Van Bunt and Howe. By the twentieth century when the Christ Presbyterian Church was established, New Bedford's churches were usually Catholic in denomination and typically constructed in the Eclectic style, specifically Colonial Revival, Neoclassical, and even Tuscan (MHC 1981, Sanborn Map Company 1924; 1924-1950; Walker 1911). Little is known about the social history of the Christ Presbyterian Church. Today, the property operates as a Spanish Seventh Day Adventist Church. Due to lack of architectural integrity and historical associations, the property is not eligible for listing in the National Register.

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FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon, J. Scofield

Organization: PAL

Date (month / year): March 2013

Assessor's Number USGS Quad Area(s) Form Number

1 - 13

Taunton

Town/City: Raynham

Place: (*neighborhood or village*):

Address: 521 Prospect Hill Street

Historic Name: Lincoln – Wilbur House

Uses: Present: Agricultural/Residential

Original: Agricultural/Residential

Date of Construction: Circa 1820

Source: Anon. 1795; Smith, Annin & Co 1830

Style/Form: Cape Cod cottage

Architect/Builder: Unknown

Exterior Material:

Foundation: Stone

Wall/Trim: Wood Shingle

Roof: Asphalt Shingle

Outbuildings/Secondary Structures:

Detached New England Barn, c. 1870

Detached Chicken Coop, c. 1940; Detached Barn, c. 1950

Major Alterations (*with dates*):

Late-19th-century modifications to the fenestration and the addition of synthetic windows in the late-20th-century.

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 19.3

Setting: The property extends between Prospect Hill Street and the west side of the Stoughton Line right-of-way in a rural, predominantly residential community located at the north end of Raynham.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The house at 521 Prospect Hill Street sits on a slightly sloping, narrow, rectangular lot predominantly wooded with a small portion dedicated to open space for farming. This property contains a house, barn, and chicken coop, with a gravel driveway leading to the main entrances of the south-facing house and the west-facing barn. Shrubbery and small trees surround the sill of the house. The house, which is oriented south, is a rectangular, two-bay by three-bay, one-story, wood-framed, side-gabled vernacular style building with two increasingly smaller connected work sheds extending from the east elevation that are similarly designed and oriented. The building has side-gable asphalt-clad roofs, wood shingle siding, and a mortared granite foundation. A narrow, brick chimney is centered on the ridge of the main portion of the house and an off-center, corbelled brick chimney is located on the easternmost ell.

A detached New England barn constructed circa 1870 is located southeast of the house and faces west. The barn has an asphalt shingle roof, wood shingle siding, a hay door, and large, hinged, wood paneled barn doors on the west-facing facade, and an attached rear shed. A second, one-story barn dating to approximately 1950 is located near the south boundary of the property. The c. 1950 barn is constructed of wood.

A chicken coop built circa 1940 is sited near the street in the northwest corner of the property and faces west. The building is constructed of mortared granite blocks and has shed roof covered with tin. A hay door and a hinged, board-and-batten door are located on the facade. A shed-roofed wood addition extends from the north elevation. The walls of the addition are sheathed with plywood. A large wood-paneled sliding door connects the west elevation of the addition to the chicken coop. A single-room, non-historic addition extends from the east elevation of the shed-roof addition.

HISTORICAL NARRATIVE

The property at 521 Prospect Hill Street (formerly known as 88 Prospect Hill Street) was developed as a small-scale farmstead by the Lincoln and Wilbur families of Raynham during the nineteenth century. The Town of Raynham separated from Taunton and incorporated in 1731, but the north end of Raynham remained largely undeveloped. Prospect Hill Road does not appear on a 1795 map of Raynham, and it is not likely that any residences existed in this location prior to 1800. Prospect Hill Street and the Lincoln–Wilbur House first appear on historic maps in 1830 (Anonymous 1795; Smith, Annin and Company 1830).

Rufus Lincoln is shown as the owner of the house on the 1830 map. Lincoln was born in Raynham around 1811 to Samuel and Lucy Lincoln. He maintained a small farmstead at the 521 Prospect Hill Street property from at least 1830 until his death in 1868. In 1850, Lincoln lived in the house with his wife Hannah, two children Lucy and Eliza, and his mother Lucy. Lincoln's farm was among the smallest of the 116 farms in Raynham recorded in the 1860 agricultural census. It encompassed 25 improved and 30 unimproved acres, valued at \$900 (equivalent to approximately \$22,667 in 2012) while many of the surrounding farms in Raynham were valued between \$1,000 to \$6,000 (equivalent to approximately \$25,185 to \$151,110 in 2012). In 1860, Lincoln owned one horse, two cows and produced 50 bushels of corn (Commonwealth of Massachusetts 1867; US Census 1850-1880; 1860).

Rufus Lincoln's daughter Eliza married Thomas Tisdell Wilbur on May 18, 1867, whose parents, Elbridge S. B. (also listed in census records as Elbridge S. P. or Elbridge P.) and Eliza A. Wilbur owned the adjacent house to the north. Thomas Wilbur was employed as a shoemaker in 1867 and moved into Eliza Lincoln Wilbur's family house after their marriage. By 1880, the couple had three children, Walter T., Hiram B. and Lucy M., and Elbridge Wilbur was living in the house at this time and is listed in the

Continuation sheet 1

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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US Census as a farmer. The number of farms in Raynham steadily decreased from 141 in 1850 to approximately 70 in 1880, as local manufacturing industries grew. Compared to the other farms in Raynham, the Lincoln-Wilbur family farm remained small in size, but the value of its products met the local average. In 1880, the farm is listed under Thomas T. Wilbur and encompassed 10 cultivated acres in addition to woodland. Of this land, one acre contained an apple orchard of about 30 trees and one acre was used to grow potatoes. The Wilburs owned 1 horse, 2 cows, 2 other cattle, 1 swine, and 15 poultry; and produced 8 tons of hay, 100 cords of wood, 50 bushels of potatoes, 100 pounds of butter, and 300 dozen eggs, along with minimal amounts of honey and corn.

Given the limited number of livestock owned by Rufus Lincoln and low production levels of the farm in 1860, Thomas Wilbur likely built the New England barn on the property circa 1870. Gable-front New England type barns became popular in the region by the 1830s and were preferable over narrower, side gabled barn forms typically used in the preceding decades. Farmers in New England recognized several advantages of this new barn type. The placement of the main drive floor parallel to the roof ridge allowed for a building of greater width and accommodated the as-needed construction additional bays at rear gable end. The front gable orientation of the roof also drained rain and melting snow to the side of the barn rather than into the barn yard. The barn and ells on the house first appear on a historic map in 1895, although outbuildings were not depicted on the previous historic maps of Raynham (Beers 1871; Everts and Richards 1895; US Census 1850-1880; Visser 1997:74-79).

The Wilbur family owned the property at 521 Prospect Hill Street until 1911 when Eliza and Thomas Wilbur's son Hiram B. Wilbur sold it to Elizabeth F. Mills of Boston. When Eliza Wilbur died in 1881, her estate was not processed through probate court. Eliza Lincoln Wilbur's sister Lucy had deeded her half interest in the property to Eliza and Thomas Wilbur on July 24, 1868 and Thomas T. Wilbur deeded the property to Hiram B. Wilbur on March 16, 1910. Thomas T. Wilbur remarried in 1882 to Susan C. Caswell and died on March 18, 1929. Hiram B. Wilbur's siblings, Walter T. Wilbur and Lucy Millard also transferred their interest in additional surrounding property in 1929 (BRCD 1911a, 1911b, 1929a).

When Elizabeth Mills acquired all interest in the property on July 8, 1911, it consisted of three tracts of land with buildings. The property remained the same size until 1933. Elizabeth Mills's niece, Mabelle B. Gilson of Brattleboro, Vermont transferred interest in the property to Florence A. Tracy et al. on April 7, 1925 through a deed recorded on May 21, 1929. Tracey sold the property to Ellery C. Dean on November 28, 1925 and he mortgaged it through Security Cooperative Bank in May 1929. Following the onset of the Great Depression that fall, Dean lost the property through foreclosure and Security Cooperative Bank began a public auction process in December 1932. Raymond A. and Marion T. Haglund purchased a 19.3-acre portion of the estate on August 4, 1933. The current (2013) boundaries of the property date to this sale and are visible as the south half of a plan of the property, dated April 4, 1933. The chicken coop and second barn on the property were constructed between 1933 and 1960. They do not appear on the 1933 plan but are visible on a 1960 aerial photo of Raynham. A smaller shed marked on the 1933 plan is not extant. The Haglund family owned the property from 1933 until 1959 when Robert E. and Maria S. Salley purchased it. The Salley family is the current owner (BRCD 1911a, 1911b, 1925a, 1925b, 1929a, 1929b, 1929c, 1933a, 1933b, 1933c, 1959, 1987, 2003; NETR 2011).

The property at 521 Prospect Hill Street has lost architectural integrity through non-historic modifications of the fenestration, and introduction of non-historic, synthetic materials. Furthermore, the property is a modest, small-scale example of a nineteenth century farmstead in Raynham on which minimal surplus goods were produced. It lacks strong historical associations with the town's agricultural development or other industries that would make it eligible for listing in the National Register of Historic Places.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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View looking northeast towards the property at 521 Prospect Hill Road, including the residence and barn.



View looking southeast at house.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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View looking east at house.



View looking east at the barn.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

521 PROSPECT HILL

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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View looking southeast at the chicken coop.

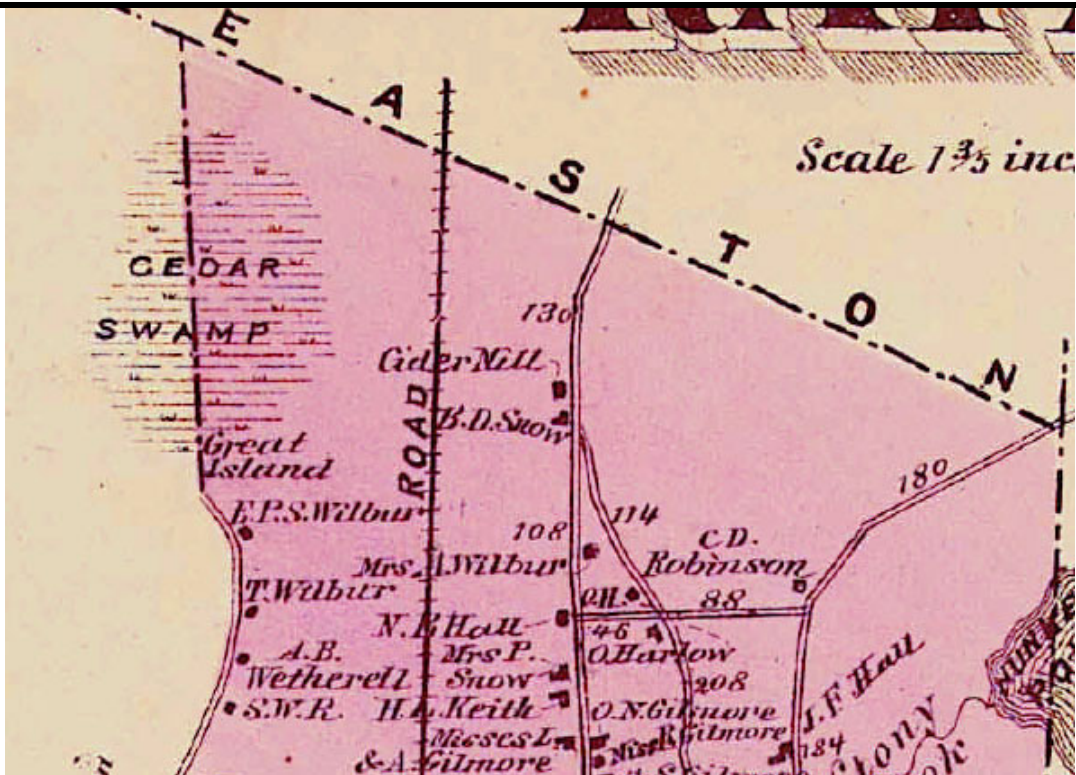


Aerial image of mid-twentieth century barn on property (www.bing.com).

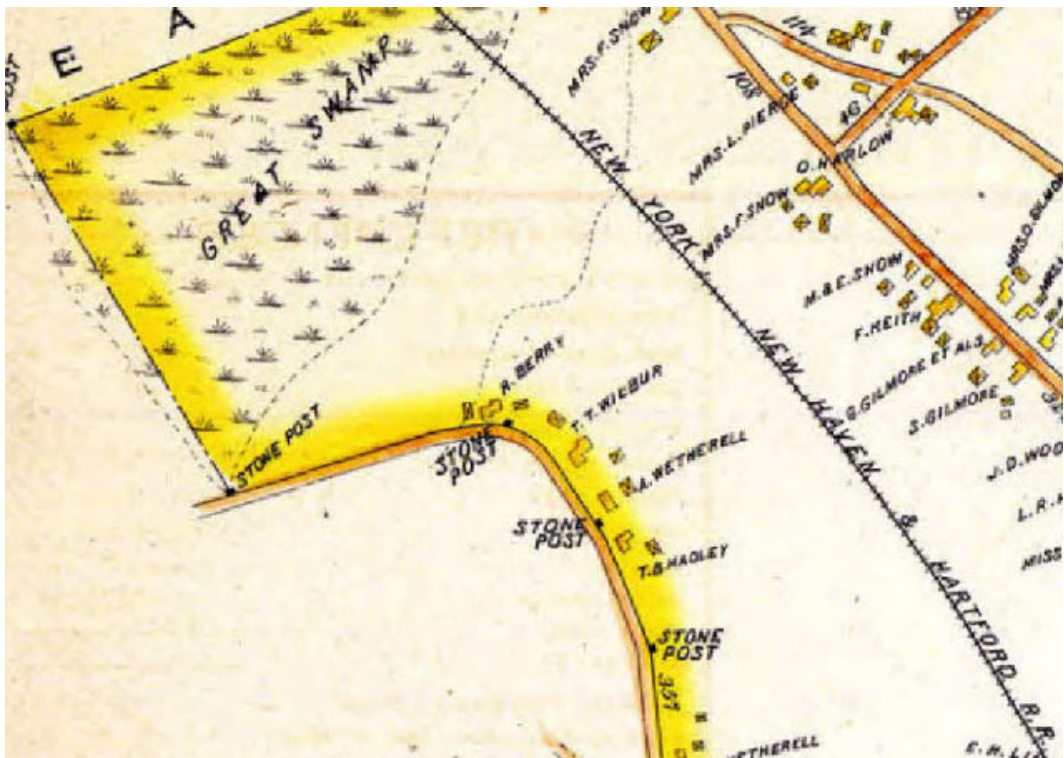
MASSACHUSETTS HISTORICAL COMMISSION
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Area(s)

Form No.



1871 map of Raynham showing T. Wilbur as owner of the property (Beers 1871).



1895 map of Raynham showing T. Wilbur as owner of the property (Everts and Richards 1895).

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon and J. Scofield

Organization: PAL

Date (*month / year*): March 2013

Assessor's Number USGS Quad Area(s) Form Number

10A-7

Taunton

Town/City: Raynham

Place: (*neighborhood or village*):

Address: 385 Thrasher Street

Historic Name: Dog Kennel and Track Property

Uses: Present: Vacant

Original: Residential/Commercial/Recreational

Date of Construction: Circa 1880 (House); early 1960s (Dog Kennel and Track Property)

Source: Beers 1871; Everts & Richards 1895

Style/Form: Late Nineteenth Century Vernacular

Architect/Builder: Unknown

Exterior Material:

Foundation: Parged Stone

Wall/Trim: Wood Shingle

Roof: Asphalt Shingle

Outbuildings/Secondary Structures:

Detached shed; remnants of detached dog kennel

Major Alterations (*with dates*):

Collapse of outbuilding, c. 2012

Condition: Poor

Moved: no ☒ yes ☐ **Date:**

Acreage: 8.48

Setting: The property is located on the southwest corner of Thrasher Street and East Britannia Street, along the east side of the Stoughton Line right-of-way, 700 feet southeast of the Britannia Street railroad crossing and 850 feet west of the Taunton city boundary.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

The approximately eight-acre Dog Kennel and Track Property is the site of a former dog kennel and training facility that includes remnants of a fenced kennel and dog run, a podium, and a large, oval, dirt track that abuts the railroad line. The kennel, track, and run date to the early 1960s. The property also includes a late-nineteenth century house and a non-historic shed. The property sits on a slightly sloping lot within a landscape of cleared land, swamp, and a mixed coniferous forest.

The house is located southeast corner of the lot along Thrasher Street and faces south. It is a one-and-a-half-story, five-bay by two-bay, wood-frame building constructed circa 1880. The house has an asphalt-shingled side-gable roof, wood shingle siding, a parged masonry foundation and a gambrel roofed rear ell. A full-length porch with wood square posts extends across the facade, which features a centered flush dormer. A molded cornice wraps around the entire roofline with returns at the gable ends, and a brick chimney is centered on the ridge of the main portion of the house. The ell has a similar brick interior chimney and four gable dormers.

Approximately 70 feet northeast of the house sits small, wood-framed, gable-front shed with a low-pitched, asphalt roof and wide, wood plank siding. At a distance of 25 feet, northwest of this shed are the remnants of the moderately-sized, wood-framed Acadian style barn used as a dog kennel. Formerly a one-story, side-gabled, wood-frame building with character-defining shed-roofed stables along either side, the property completely collapsed between 2011 and 2012. A 1.4-acre dog run with 11 remaining runs lined with chained link fences is located just to the north of the dog kennel remnants. A chain-link fence surrounds the dog kennel ruin and dog run area, while a second divided chain-link fence surrounds the area between the small shed and the dog kennel ruin. Running alongside the west boundary of the property, is a ¼-mile dog racing track with a small, rectangular, wood-framed, enclosed announcer's podium oriented west and located just east of the track.

Currently, the entire site is vacant and the house has been mothballed.

HISTORICAL NARRATIVE

This property was originally developed for residential use in the late nineteenth century, but served as a dog kennel and training facility during the late-twentieth century. Located on the Raynham – Taunton boundary, the land now encompassed as 385 Thrasher Street remained unimproved pine swamp in 1855. East Britannia and Thrasher streets appear on an 1871 map of Raynham, but no buildings are depicted in this location. The extant house first appears on historic maps in 1895 with its rear ell and two outbuildings. T.R. Hawes is noted as the owner of the property on the 1895 map. Thomas R. Hawes, who worked as a tripe manufacturer, lived in Raynham by 1880 with his wife Elvira O. (also listed as Elizabeth), daughter Emma L. and three boarders. Hawes moved from New Bedford to Raynham between 1870 and 1880 and was likely the first resident of the house (Beers 1871; Everts and Richards 1895; US Census 1870, 1880; Walling 1855).

The property consisted of three land tracts from at least 1921 through 1955, including one parcel with building and another with ten acres of swamp. John Petecki amassed the three tracts in 1918 through purchases from Sarah A. Nichols (heir of Thomas O'Falvey) and Frank N. Kelly. He subsequently sold the property to Stephen and Maria Szura on July 23, 1921. The Szuras were Polish immigrants and housed boarders engaged in local industries. John J. and Jeanne O'Rourke purchased it from the Szuras on July 1, 1955 and owned the property for ten years. According to city directories, John O'Rourke was employed as a mechanic at Blanchard Chevrolet in Bridgewater, Massachusetts through 1962 and is listed as living at 116 Thrasher Street. John O'Rourke likely created the dog kennel and training facility on the property in the early 1960s. His occupation changed in the

Continuation sheet 1

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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city directory listing from mechanic in 1962 to Willow Racing Kennel in 1965. The dog track first appears on a historic topographic map in 1964 and on an aerial photograph in 1960, but does not appear on the 1960 topographic map of Raynham. Local residents confirmed that this property was used to kennel and train dogs that raced at the Raynham Park track less than three miles to the north, but that no actual racing or gambling occurred at 385 Thrasher Street (BCRD 1918a, 1918b, 1921, 1955, 1965; Calvin 2013; NETR 2011; Polk 1957-1965; Thompson 2013; US Census 1930).

With state legislation in 1935, Massachusetts became the first state in New England to conduct greyhound racing. Organized dog racing had begun in the United States by 1919 after the first track with a mechanized rabbit was installed in Emeryville, California. Western farmers, who used greyhounds to protect their crops and pastures, had previously held informal dog races for entertainment during which the dogs chased live rabbits and bets were placed. Massachusetts dog tracks included Wonderland Greyhound Park established in Revere in 1934, the Taunton Dog Track established in 1935 and the Raynham Park/Taunton-Raynham Greyhound Park established in Raynham in 1940. These dog racing facilities typically included a kennel building to house the dogs, a racing track, and dog runs. By the 1960s, tracks were required to abide by the following provisions under state law: “a track must be located at least two miles from churches, schools and housing developments” (Telegraphy 1964:2). A total of 12 dog racing tracks existed in New England in Connecticut, Massachusetts, New Hampshire, Rhode Island and Vermont during the peak of the sport. Approximately 46 active horse racing tracks also existed in the United States by 1944, which elevated the popularity of animal racing and associated gambling as a recreational event (Temple 2011:9-12).

Dog racing reached its height in popularity in the 1980s, when Wonderland Greyhound Park and the Raynham Park “outdrew more than twice the combined attendance of the Bruins, Celtics, and Patriots” (Temple 2011:10). As the sport rose in popularity, public awareness brought much opposition. Although the tracks at Raynham and Wonderland had long histories, remaining active in the state until about 2009 when Massachusetts voters approved a dog racing ban, they no longer retain any historic fabric (Ebbert 2008).

Lawrence J. Freccero of Medford, Joseph Correnti of Somerville and Joseph LoGuidice of Somerville purchased the property at 385 Thrasher Street from O’Rourke on November 5, 1965, which then contained one parcel with buildings and a second parcel with ten acres of swamp land. No dog kennel, training or racing facilities are mentioned in the deeds. Freccero, Correnti and LoGuidice owned the property for 17 years until May 7, 1965 when it was purchased by World Wide Farms, Incorporated of 659 North Main Street in Randolph, Massachusetts. Arnold Freedman, who is also listed in deeds with an address at 659 North Main Street in Randolph, acquired the property in 1987 and sold it to Gary P. O’Neil of Raynham on June 8, 1989. The property was subsequently transferred to Sentry Federal Savings Bank and Joseph F. Costa III (BCRD 1965, 1982, 1987, 1989, 1994, 1995).

Dog racing has a 75-year history in New England and is an important part of the twentieth-century recreational context of Massachusetts. Although the industry attracted crowds of spectators to Taunton and Raynham during its heyday, the Dog Kennel and Track at 385 Thrasher Street is an ancillary training facility developed late in the region’s active period of dog racing. The facility is in poor condition and has not been used as a kennel or dog training facility for at least 20 years. The late-nineteenth century-house on the property is a modest example of rural residential architecture for the time period and does not have any known significant historic associations.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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View looking north at house.



View looking southwest at house.

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

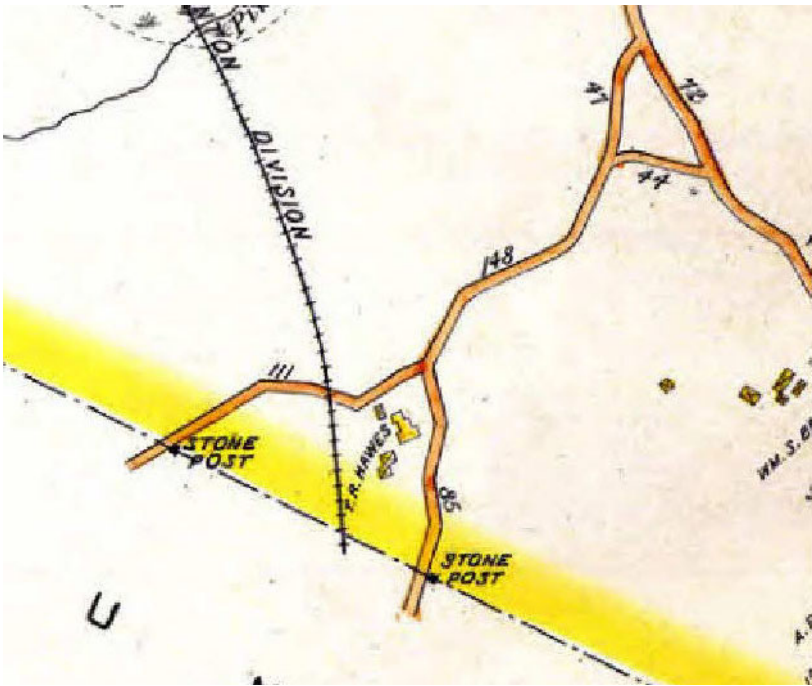
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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View looking north at non-historic shed.



Excerpt from an 1895 map showing T.R. Hawes as owner of the house (Everts and Richards 1895).

INVENTORY FORM B CONTINUATION SHEET

RAYNHAM

385 THRASHER STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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Aerial view of the Dog Kennel and Track Property oriented east (Bing 2012)

ADDENDUM TO APPENDIX E-2

Individual Properties
(alphabetical by community)

B Form for ID Be.006, 1 Macomber Street, Berkley

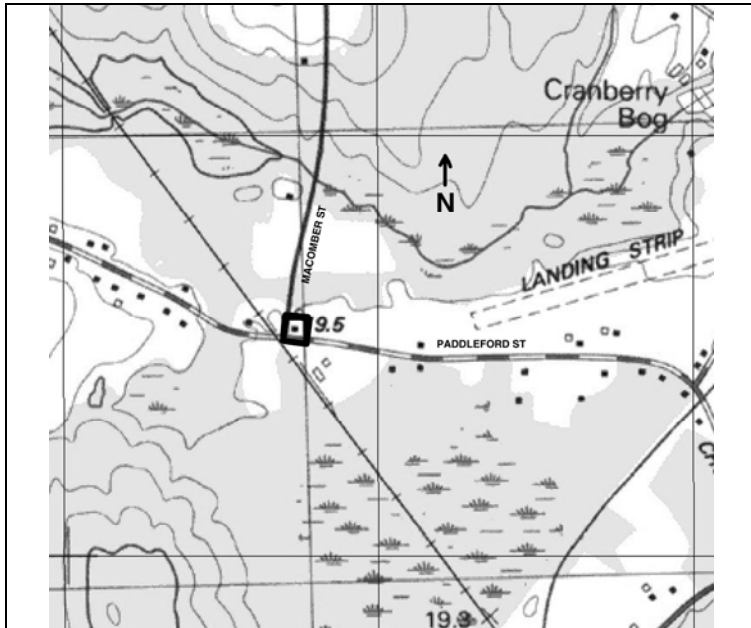
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December 2012

Assessor's Number USGS Quad Area(s) Form Number

Somerset

Town/City: Berkley

Place: (*neighborhood or village*):

Address: 1 Macomber Street

Historic Name:

Uses: Present: Residential

Original: Residential

Date of Construction: circa 1860

Source: Style, Beers 1871

Style/Form: Vernacular Italianate

Architect/Builder: Unknown

Exterior Material:

Foundation: Stone

Wall/Trim: Wood Clapboard

Roof: Asphalt Shingle

Outbuildings/Secondary Structures:

One detached, late-20th-century, single-bay garage;
One rear, attached, mid-to-late-19th-century, English-style barn.

Major Alterations (*with dates*): None

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: Less than 1 acre

Setting: The building is located within a rural, residential area on the northeastern corner of Padelford Street and Macomber Street, approximately 50 feet east of the New Bedford Main Line railroad crossing at Padelford Street.

INVENTORY FORM B CONTINUATION SHEET

BERKLEY

1 MACOMBER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

The residence at 1 Macomber Street is an asymmetrical, generally rectangular, two-story, three-bay by five-bay, wood-framed Italianate-style farmhouse constructed circa 1860 with a wrap-around built-in classical-style porch, an attached rear Italianate-style addition, and connected barn. The property sits on a relatively level lot with a detached non-historic garage and swimming pool located just northeast of the house. The manicured landscape is dotted with coniferous and deciduous trees, shrubbery, and other plantings. The building has an asphalt shingle roof, wood clapboard siding, and a mortared stone foundation. A tall corbelled brick chimney and pedimented dormers pierce the front-gabled roof. A molded cornice and thick frieze wraps around the roofline with gable returns and corner pilasters. The house is oriented west, with a prominently centered gable featuring three rounded-arch windows. The intermittent wrap-around porch is supported with a Doric colonnade. Fenestration is regular, with rectangular openings and historic 6/6 double-hung wood sash windows embellished with protruding pedimented and arched lintels. Constructed circa 1870, the rear connected barn has large, hinged, double wood paneled doors on the west elevation and a simple, full-width, side entry porch on the east elevation. Non-historic 10-pane double doors allow entry on the north elevation. A 20th century, front-gabled, detached garage with an asphalt shingle roof and wood shingle siding is located just southeast of house.

HISTORICAL NARRATIVE

The farmhouse at 1 Macomber Street was constructed in the vernacular Italianate style circa 1860 directly across Macomber Street from the New Bedford and Taunton Railroad line in the village Myricksville. Built just west of the village center, the property was located within the boundary of Taunton until 1879, when Myricksville was annexed to the town of Berkley. Early residents of the farmhouse included members of the Padelford and Macomber families, who were prominent in Taunton's history (Beers 1871; Everts & Richards 1895).

The Padelfords settled in Taunton in the mid-18th century as a farming family, who transitioned into the fields of law and medicine by the late 19th century. "Miss" A. Padelford occupied the farmstead in 1871. Likely Abigail Padelford, she was daughter of Edward Padelford, who by 1850, owned a 70-acre farm worth \$1,000, at an unspecified location in Taunton (US Census 1850; Beers 1871; Emery 1893; Hurd 1900).

By 1880, the property at 1 Macomber Street (a farm worth \$3,000) was purchased by George W. Macomber, who lived in the house with his wife, Mary T., and three children, E. Florence, Lena Borden, and Joseph Blair until at least 1900. The Macomber family was one of the first in Taunton. In 1637, John Macomber, "the progenitor of a very large and influential body of settlers," paid 12 shillings for land, having "the right to future divisions to extinguish the Indian title." In the mid- to late- nineteenth century, the majority of Macomber family members resided in Myricksville center. "Mr. Macomber's" variety store was the only store in town (Beers 1871; Emery 1893; Everts and Richards 1895; US Census 1850-1880; Hurd 1900; US Census 1900).

Italianate cottage style residences were common in Berkley throughout the town's early industrial period, spanning from 1830 to 1870. These properties were typically constructed with either side hall or center hall plans and gable-end chimneys. The application of rounded-arch windows within the gable ends was also common. The most elaborately-designed Italianate style residence in Berkley is a circa 1865 with a two gable-end chimneys on South Main Street. At this time, the town was identified as "almost exclusively an agricultural town and as such reported 125 farms in 1865, producing Indian corn, potatoes, and various fruits" (MHC 1981:6-7).

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INVENTORY FORM B CONTINUATION SHEET

BERKLEY

1 MACOMBER STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☐ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M.. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The building at 1 Macomber Street is eligible for individual listing in the National Register of Historic Places at the local level under Criterion C as an excellent and intact example of a moderate- to large-scale, lightly detailed, mid- to late-nineteenth-century Italianate style residence. Constructed circa 1860 as a dwelling, the property gained significance as a farmhouse with the addition of a connected barn between 1860 and 1880. The building is a well-preserved representative example of the farmhouse building type from Berkley's historic agricultural period. Set aside from similarly styled properties in town that are with gable-end chimneys, the building appears to be locally unique in its gable-piercing chimney placement.

APPENDIX F Addendum

Historic Resources Surveyed and Not Eligible, Out of APE, or Demolished Forms

Revised and Updated, May 2013

**Ta.U (see Appendix E-1 Addendum)
NB.029 (see Appendix E-2 Addendum)
Ft.002 (see Appendix E-2 Addendum)**

APPENDIX H

Addendum

Correspondence

Updated May 2013



DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751
April 10, 2013

REPLY TO
ATTENTION OF

Regulatory Division (CENAE-R)
File No.: NAE-2007-00698

Ms. Jean Fox, South Coast Rail Project Manager
Massachusetts Department of Transportation
10 Park Plaza
Boston, Massachusetts 02116

Dear Ms. Fox:

We are continuing consultation under §106 of the National Historic Preservation Act concerning your Department of the Army (DA) permit application to discharge fill material into wetlands in order to re-establish commuter service from Boston to New Bedford and Fall River, and our ongoing preparation of a Final Environmental Impact Statement (FEIS) concerning same. We have completed our review of the following reports prepared by Public Archaeology Laboratory (PAL) on behalf of MassDOT and Vanasse Hangen Brustlin, Inc.:

- Historic Resources Intensive Survey, Evaluation, and Effects, South Coast Rail Project, January 2013 (including appendices)
- Intensive (Locational) Archaeological Survey, Stoughton and Whittenton Alternatives, South Coast Rail Project, February 2013
- Archaeological Assessment, Relocated Stoughton Station and Dana Street Station, Stoughton and Whittenton Alternatives, South Coast Rail Project," dated March 15, 2013.

We have also considered and enclosed herewith comments received from the Massachusetts Historical Commission, dated February 21, 2013 and April 3, 2013. At this time, the following additional information is necessary for us to finalize our determinations of eligibility for listing of certain properties in the National Register of Historic Places, and effects of your undertaking on those properties:

1. Effects analysis (direct and indirect/determination of adverse effect) and updated mapping to include the following properties considered eligible for the National Register:
 - a. George Cummings House (Ft.002) in Freetown
 - b. Joel Hathaway House (FR.003) in Fall River
 - c. St. Mathews Convent (FR.052) in Fall River
 - d. St. Mathews School (FR.053) in Fall River
 - e. St. John's Cemetery (FR.110, previously unsurveyed) in Fall River
2. Effects analysis/recommendations and mapped location for the direct effects to the Dighton and Somerset/Old Colony Railroad, which is located in the Fall River Line Railroad Corridor (Ea. A) and North Easton Historic District (Ea. B), and has been identified as a contributing element of the district but has not been identified on any

project maps and was not included in any of the effects analyses.

3. Map ID and any new designation reflecting the Area status of FR.050 (St Michaels Church, St Michaels Rectory, St Michaels School) and changes to the effects analysis that results from this Area status, if any (effects determination for the location as an individual property was previously provided).
4. Area inventory forms for the Hodges Avenue and Weir Village Historic District areas in Taunton (eligibility of and effects upon these resources could be a factor in ascertaining compliance with the U.S. EPA Guidelines for Specification of Disposal Sites for Dredged or Fill Material at 40 CFR 230.10 *et seq.*).

Upon receipt of this information we will coordinate further with the consulting parties and proceed to our final determinations of eligibility and effect to be published in the FEIS/FEIR.

At this time, we believe that the following resource areas mentioned by MHC can be addressed in a Programmatic Agreement:

1. Outstanding archaeological issues, including electrification infrastructure including catenaries, as-yet un-designed off-right-of-way work areas, and intensive survey in sensitive areas of Dana Street and Stoughton Stations and Rte. 138 grade separation.
2. Effects analysis and avoidance/treatment plans for the Braley Cemetery, Freetown, and Captain Elisha Harvey Gravesite, North Easton.
3. Any revisions or investigations associated with the Wellington/Brownell Street Area or North End Catholic Area in Fall River beyond the data categories requested for any of individual properties listed above.

We expect to continue consultation with your office and the consulting parties pursuant to 36 CFR 800.6 in order to resolve adverse effects by seeking ways to avoid, minimize and/or mitigate adverse effects to deemed-eligible properties.

If you have any questions regarding this letter, please contact me or Alan Anacheke-Nasemann at (978) 318-8214, or via email at: alan.r.anacheke-nasemann@usace.army.mil.

Sincerely,



Karen K. Adams
Chief, Permits and Enforcement Branch

Enclosures

Copy(ies) furnished:

Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah), 20 Black Brook Road,
Aquinnah, Massachusetts 02353

Ramona Peters, Mashpee Wampanoag Tribe, 483 Great Neck Road South, Mashpee,
Massachusetts 02649

Doug Harris, Narragansett Indian Tribe, 4375-B South County Trail, Charlestown, Rhode Island
02813

Brona Simon, State Historic Preservation Officer, Massachusetts Historical Commission, 220
Morrissey Boulevard, Boston, Massachusetts 02125

Lisa Standley, Ph.D., Vanasse Hangen Brustlin, Inc., 99 High Street, Boston, Massachusetts
02110

Deborah C. Cox, The Public Archaeology Laboratory, Inc. 210 Lonsdale Avenue, Pawtucket,
Rhode Island 02860



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

April 3, 2013

Karen Kirk Adams
Chief, Permits and Enforcement Branch
New England District
US Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Attn: Alan Anacheke-Nasemann

RE: South Coast Rail Project, Southeastern Massachusetts. MHC #RC.15924. EEA#14346.
CE-NAE-2007-00698.

Dear Ms. Adams:

Staff of the Massachusetts Historical Commission (MHC), office of the State Historic Preservation Officer, have reviewed your letters, the draft technical archaeological report *Intensive (Locational) Archaeological Survey, Stoughton and Whittenton Alternatives, South Coast Rail Project and Archaeological Assessment, Relocated Stoughton Station and Dana Street Station, Stoughton and Whittenton Alternatives, South Coast Rail Project, Stoughton and Taunton, Massachusetts*, historic resources intensive survey reports, and MHC area forms, prepared by the PAL, received March 4, 6, 20 and 25, 2013, and attended a consultation meeting on February 14, 2013, for the project referenced above. The MHC will also provide technical comments to the PAL on the draft technical archaeological report under separate cover.

The Corps has requested the MHC's concurrence with the Corps' preliminary determinations of National Register-eligibility and project effect findings described in these technical reports for the Stoughton and Whittenton Electric rail project alternatives.

The MHC concurs with the majority of the Corps' determinations of National Register-eligibility under the National Register criteria provided for the individual properties included in the final historic resources survey report and with the following exceptions. It is the opinion of the MHC that the property at 521 Prospect Hill in Raynham and the Dog Kennel and Track at 385 Thrasher Street in Raynham meet the criteria of eligibility for listing in the National Register of Historic Places under criteria A and C of the National Register at the local level.

The MHC also concurs with the majority of determinations of National Register-eligibility for the potential historic districts under the National Register criteria provided in the final historic resources survey report (Appendix E, received separately March 20, 2013) with the following exceptions. The MHC requires additional information, including additional current color photographs keyed to a map and data sheet for the following areas: Hodges Avenue and Weir Village Areas in Taunton and the Wellington/Brownell Street Area in Fall River. While the larger Wellington Brownell Street Area in Fall River may not appear to meet the criteria of eligibility for listing in the National Register of Historic Places, it is possible that the smaller identified North End Roman Catholic Area might be expanded beyond those religious structures and features to include some residential areas.

At this time, the MHC concurs with the majority of the findings of project effects included in the matrix as part of Appendix A, Table 5-1 in PAL's report, but understands that as the project planning progresses, additional changes may be made to the project, thereby resulting in additional or lessened effects to historic resources.

The MHC notes that Appendix A, Table 5-1 of PAL's report does not include a finding of effect on the North Easton Historic District through the rebuilding of an estimated 2000 feet of the rail bed, track, and equipment associated with the Dighton and Somerset/Old Colony Railroad, which is located within the North Easton Historic District which is listed in the National Register. The MHC requests that the Corps submit additional information for the proposed treatment of this stretch of rail bed, including plans and scope of work, together with your determination of effect when such information becomes available.

The MHC concurs with the Corps' preliminary determinations of eligibility for archaeological resources presented in the PAL's draft technical archaeological report under criteria A and D of the National Register. The MHC concurs with the Corps' determinations of adverse effect to significant archaeological resources described in PAL's draft archaeological report (pp.233-234).

As described on pages 233 and 234 of the PAL's archaeological report, and as noted in the archaeological assessment for Stoughton and Taunton station relocations, additional archaeological investigations may be warranted for archaeologically sensitive project elements, for which design and geotechnical information are not yet fully developed. These areas include, but may not be limited to, the Route 138 Grade crossing in Taunton, the railroad right-of-way adjacent to the Braley Cemetery in Freetown, the relocated Stoughton Station in Stoughton and Dana Street Station in Taunton, and catenary structures, access roads, equipment storage and materials staging areas. Proposed layover facilities, electrical substations and parallel station designs and locations may also require assessment as the project design is further refined. Current project information for the preferred alternative, including scaled existing and proposed conditions project plans, should be submitted to the MHC for review and comment as they are developed, along with the Corps' opinion regarding the need for additional archaeological survey.

The MHC notes that another historic cemetery, the Captain Elisha Harvey Gravesite, dating to 1757 and/or 1775, is located directly adjacent to the current railroad right-of-way at 25 Elm Street in Easton, within the National Register-listed North Easton Historic District. The Captain Elisha Harvey Gravesite is not individually included in the MHC's Inventory. The cemetery is administered by the Town of Easton and the parcel is currently marked by a granite plaque. MHC recommends that additional information, including consultation with the Easton Historical Commission, parcel-level documentary research and/or field survey, be provided to determine the boundaries of the cemetery in relation to the project impact area, and to assist in the development of a written archaeological site avoidance and protection plan for the cemetery.

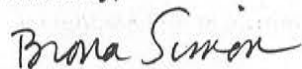
The MHC recommends that project planners consider the feasibility of avoidance and protection for the 14 significant archaeological sites and cemeteries, including the Skunk Trapper Site and Saws Woods Site in the Hockomock Swamp; King Phillip Street Site, Chickering Road Site and East Britannia Street Sites in Pine Swamp in Easton, Raynham and Taunton; and the Circling Hawk Site, Cold Toad Site, Overlook North Site, Overlook South Site and Quartz Vein Site within the Lower Taunton River Archaeological District in Freetown; and the Braley Cemetery in Freetown. If the preferred project alternative includes the Whittenton Branch right-of-way, then project planners should also consider avoidance and protection of the Mel's Diner Site, Brown Couch Site, ATV Trail Site and Cedar Swamp Site.

Written archaeological site avoidance and protection plans should be developed in consultation with MHC to avoid and preserve these sites during construction, and incorporated as stipulations into any

Memorandum of Agreement (MOA) developed for the project. If avoidance is not feasible, then the MHC recommends that site examination archaeological surveys (950 CMR 70) be conducted for the fourteen (14) sites referenced above. The purpose of the site examinations is to gather sufficient information to determine the exact horizontal and vertical boundaries of the sites, their internal configuration, and data contents, so that a determination of significance and National Register-eligibility can be made by the Corps and submitted to the MHC for review and comment. The results of the site examinations will provide information to assist in further consultation to avoid, minimize or mitigate any adverse effects to significant archaeological resources.

These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). If you have any questions or require more information at this time, please contact Brandee Loughlin, Preservation Planner or Jonathan K. Patton, Archaeologist, at this office.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Kathleen Atwood, USACOE-NED
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
John A. Peters, Jr., Massachusetts Commission on Indian Affairs
A. Kenneth Alves, Assonet Band, Wampanoag Nation
Jean Fox, MADOT
Andrew Brennan, MBTA
Holly Palmgren, MBTA
Secretary Richard K. Sullivan, EEA, Attn: Aisling O'Shea, MEPA Unit
Stephen C. Smith, SRPEDD
Historical Commissions: Canton, Stoughton, Sharon, Easton, Taunton, Berkley,
Lakeville, Attleborough, Fall River, Freetown, New Bedford
Deborah C. Cox, PAL
Rita Walsh, VHB, Inc.



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

February 21, 2013

Karen Kirk Adams
Chief, Permits and Enforcement Branch
New England District
US Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Attn: Alan Anacheke-Nasemann

RE: South Coast Rail Project, Southeastern Massachusetts. MHC #RC.15924. EEA#14346.
CE-NAE-2007-00698.

Dear Ms. Adams:

Staff of the Massachusetts Historical Commission (MHC), office of the State Historic Preservation Officer, have reviewed your letter, received January 22, 2013, and the technical memorandum describing the results of intensive (locational) archaeological survey, prepared by the PAL, and historic resources intensive survey report, and attended a consultation meeting on February 14, 2013, for the project referenced above.

These documents describe historic and archaeological resource identification efforts for the Stoughton and Whittenton Electric rail project alternatives. The Corps has requested the MHC's concurrence with the Corps' preliminary determinations of eligibility and effect described in these documents. The MHC requires additional information to comment on the Corps' draft findings, including the following:

- The MHC requests additional information and photographs of the residence and barn at 521 Prospect Hill in Raynham (Map ID# Ra.001).
- The MHC also requests additional historical and contextual information for the dog kennel and track property at 385 Thrasher Street in Raynham (Map ID# Ra.011).
- The MHC cannot concur with your finding that the George Cummings House (MHC# FRE.166; Map ID# Ft.002) does not meet the criteria of eligibility for listing in the National Register of Historic Places (NRHP). It is the opinion of the MHC that the George Cummings House, including its barn, meets the criteria of eligibility for listing in the NRHP under criteria A and C at the local level as a representative and well-preserved example of its time period and architectural style.

- The MHC cannot concur with your finding that the Christ Presbyterian Church (Map ID# NB.029) meets the criteria of eligibility for individual listing in the NRHP. The structure appears to be a highly altered, vinyl-sided building of unknown date of construction and origin. The MHC does not believe that this structure retains sufficient integrity of materials, setting, workmanship, or feeling to meet the criteria of eligibility for listing in the NRHP.
- The MHC requests additional information regarding the Lambeth Rope Complex (MHC#NBE.0641, Map ID# NB.010). Specifically, the MHC requests an MHC Form A (Area Form) with complete data sheet, parcel map, and photographs of each structure be completed and submitted for review.
- The MHC also requests additional information regarding the railroad bridge near Ashley Street (Map ID# FR.011), including additional information regarding the lane passing under the bridge and the wharf that it leads to along the Taunton River.
- The MHC cannot concur with your finding that the Jael Hathaway House at 4042 North Main Street (MHC# FLR.0284, Map ID# FR.003) does not meet the criteria of eligibility for listing in the National Register of Historic Places (NRHP). It is the opinion of the MHC that the Jael Hathaway House meets the criteria of eligibility for listing in the NRHP under criteria A and C at the local level as a rare surviving federal period house in Fall River with an intact 19th century barn.
- The MHC requests additional information regarding the school and rectory associated with the St. Michael's Roman Catholic Church (Map ID# FR.050). Please submit an MHC Form A (Area Form) for these properties.
- The MHC requests additional information regarding the St. Matthew's School and St. Matthew's Convent (MAP ID #s FR.052 & FR.053). Were there historically other structures associated with the school and convent, such as a church or rectory? Given their proximity to the St. Michael's Roman Catholic Church, is there a potential district in this area? Are these properties perhaps included in the Wellington Area?
- The MHC requests additional information regarding St. John's Cemetery in Fall River. Please prepare and submit an inventory form for this property together with an evaluation of the property's potential eligibility for listing in the NRHP.
- The MHC also requests additional information regarding the Westport Manufacturing Company Waste Department (Map ID# FR.067). Specifically, what types of properties are immediately adjacent to the structure? Were there historically additional structures nearby that were associated with this building, and if so, do any of these survive?

The MHC looks forward to review of this additional information when it becomes available. The MHC also looks forward to review of the Area Forms that were discussed in the reports but not yet complete by time of submission.

The MHC looks forward to reviewing the draft technical archaeological report for the intensive (locational) survey and to receipt of the MHC Inventory forms not included in the historic

properties survey. The MHC anticipates providing additional comments after reviewing these materials.

These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). If you have any questions or require more information at this time, please contact Brandee Loughlin, Preservation Planner, or Jonathan K. Patton, Archaeologist, at this office.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: Kathleen Atwood, USACOE-NED
Bettina Washington, Wampanoag Tribe of Gay Head (Aquinnah)
Ramona Peters, Mashpee Wampanoag Tribe
John A. Peters, Jr., Massachusetts Commission on Indian Affairs
A. Kenneth Alves, Assonet Band, Wampanoag Nation
Jean Fox, MADOT
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Stephen C. Smith, SRPEDD
Historical Commissions:
Canton, Stoughton, Sharon, Easton, Taunton, Berkley, Lakeville, Attleborough,
Fall River, Freetown, and New Bedford
Deborah C. Cox, PAL
Rita Walsh, VHB, Inc.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751
January 18, 2013

Regulatory Division (CENAE-R)
File No.: NAE-2007-00698

Ms. Brona Simon, State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

Via FEDEX

Dear Ms. Simon:

We are continuing consultation under §106 of the National Historic Preservation Act on the proposal by the Massachusetts Department of Transportation (MassDOT) to discharge fill material into wetlands in order to re-establish commuter service from Boston to New Bedford and Fall River. Thank you for your correspondence of October 10, 2012 affirming the research designs and methodologies for historic and archaeological resources surveys for the Stoughton and Whittenton Alternatives.

We have received and herewith attach the following documents prepared by Public Archaeology Laboratory (PAL) on behalf of MassDOT and Vanasse Hangen Brustlin, Inc.:

- Historic Resources Intensive Survey, Evaluation, and Effects, South Coast Rail Project, January 2013 (Technical Report)
- Intensive (Locational) Archaeological Survey, Stoughton and Whittenton Alternative Right-of-ways [sic], and Stoughton Alternative Stations, South Coast Rail Project, January 2013 (Technical Memorandum)

Please note that these documents contain MassDOT's/PAL's recommendations concerning both eligibility for listing of identified properties within the National Register of Historic Places, and the proposed project's potential effects on same. In order to expedite the Section 106 process, and pursuant to Federal Regulations at 36 CFR Part 800, 33 CFR 325, and *Interim Guidance for Implementing Appendix C of 33 CFR 325 with the revised Advisory Council on Historic Preservation Regulations at 36 CFR Part 800* (April 2005), the Corps is adopting these reports as our draft determinations of eligibility and effects (including adverse effects) that are expected to accrue within the Area of Potential Effects from construction of South Coast Rail if a Department of the Army permit is issued for either alignment. We expect to disclose these findings (sans locational or other confidential data) in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) anticipated to be published in spring of 2013.

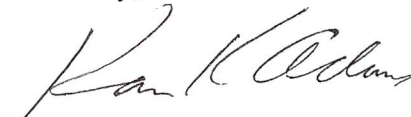
Specifically, we are seeking your concurrence with the identification of historic properties, and the draft findings of eligibility and effect, so as to ensure that we will have a

robust environmental review well documented in the Environmental Consequences - Cultural Resources chapter of the FEIS/FEIR. That document will include our final determinations of eligibility and effect, and will be provided to your office, the Advisory Council on Historic Preservation, and other consulting parties at that time. Please provide your written comments on the attached reports within 30 days of your receipt of this letter and its attachments.

Thereafter, we expect to continue consultation with your office and other consulting parties pursuant to 36 CFR 800.6 in order to resolve adverse effects by seeking ways to avoid, minimize and/or mitigate adverse effects to deemed-eligible properties.

If you have any questions regarding this letter, please contact me or Alan Anacheka-Nasemann at (978) 318-8214, or via email at: alan.r.anacheka-nasemann@usace.army.mil.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen K. Adams". The signature is fluid and cursive, with the first name "Karen" being more prominent than the last name "Adams".

Karen K. Adams

Chief, Permits and Enforcement Branch

Enclosures



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NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751
January 18, 2013

Regulatory Division (CENAE-R)
File No.: NAE-2007-00698

Ms. Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head (Aquinnah)
20 Black Brook Road
Aquinnah, MA 02535-1546

Via: FEDEX

Dear Ms. Washington:

We are continuing consultation under §106 of the National Historic Preservation Act on the proposal by the Massachusetts Department of Transportation (MassDOT) to discharge fill material into wetlands in order to re-establish commuter service from Boston to New Bedford and Fall River.

We have received and herewith attach the following documents prepared by Public Archaeology Laboratory (PAL) on behalf of MassDOT and Vanasse Hangen Brustlin, Inc.:

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Please note that these documents contain MassDOT's/PAL's recommendations concerning both eligibility for listing of identified properties within the National Register of Historic Places, and the proposed project's potential effects on same. In order to expedite the Section 106 process, and pursuant to Federal Regulations at 36 CFR Part 800, 33 CFR 325, and *Interim Guidance for Implementing Appendix C of 33 CFR 325 with the revised Advisory Council on Historic Preservation Regulations at 36 CFR Part 800* (April 2005), the Corps is adopting these reports as our draft determinations of eligibility and effects (including adverse effects) that are expected to accrue within the Area of Potential Effects from construction of South Coast Rail if a Department of the Army permit is issued for either alignment. We expect to disclose these findings (sans locational or other confidential data) in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) anticipated to be published in spring of 2013.

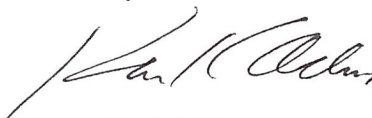
Specifically, we are seeking your concurrence with the identification of historic properties, and the draft findings of eligibility and effect, so as to ensure that we will have a robust environmental review well documented in the Environmental Consequences - Cultural

Resources chapter of the FEIS/FEIR. That document will include our final determinations of eligibility and effect, and will be provided to your office, the Advisory Council on Historic Preservation, and other consulting parties at that time. Please provide your written comments on the attached reports within 30 days of your receipt of this letter and its attachments.

Thereafter, we expect to continue consultation with your office and other consulting parties pursuant to 36 CFR 800.6 in order to resolve adverse effects by seeking ways to avoid, minimize and/or mitigate adverse effects to deemed-eligible properties.

If you have any questions regarding this letter, please contact me or Alan Anacheka-Nasemann at (978) 318-8214, or via email at: alan.r.anacheka-nasemann@usace.army.mil.

Sincerely,

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Karen K. Adams
Chief, Permits and Enforcement Branch

Enclosures



REPLY TO
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DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751
January 18, 2013

Regulatory Division (CENAE-R)
File No.: NAE-2007-00698

Doug Harris, Preservationist for Ceremonial Landscapes
Narragansett Indian Tribal Historic Preservation Office
4375-B South County Trail
Charlestown, RI 02813

Via: FEDEX

Dear Mr. Harris:

We are continuing consultation under §106 of the National Historic Preservation Act on the proposal by the Massachusetts Department of Transportation (MassDOT) to discharge fill material into wetlands in order to re-establish commuter service from Boston to New Bedford and Fall River.

We have received and herewith attach the following documents prepared by Public Archaeology Laboratory (PAL) on behalf of MassDOT and Vanasse Hangen Brustlin, Inc.:

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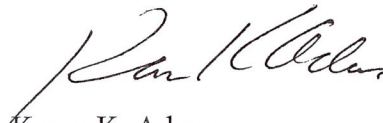
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eligibility and effect, and will be provided to your office, the Advisory Council on Historic Preservation, and other consulting parties at that time. Please provide your written comments on the attached reports within 30 days of your receipt of this letter and its attachments.

Thereafter, we expect to continue consultation with your office and other consulting parties pursuant to 36 CFR 800.6 in order to resolve adverse effects by seeking ways to avoid, minimize and/or mitigate adverse effects to deemed-eligible properties.

If you have any questions regarding this letter, please contact me or Alan Anacheka-Nasemann at (978) 318-8214, or via email at: alan.r.anacheka-nasemann@usace.army.mil.

Sincerely,

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Karen K. Adams
Chief, Permits and Enforcement Branch

Enclosures



DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751
January 18, 2013

REPLY TO
ATTENTION OF

Regulatory Division (CENAE-R)
File No.: NAE-2007-00698

Ms. Ramona Peters, Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
483 Great Neck Rd. S.
Mashpee, MA 02649

Via: FEDEX

Dear Ms. Peters:

We are continuing consultation under §106 of the National Historic Preservation Act on the proposal by the Massachusetts Department of Transportation (MassDOT) to discharge fill material into wetlands in order to re-establish commuter service from Boston to New Bedford and Fall River.

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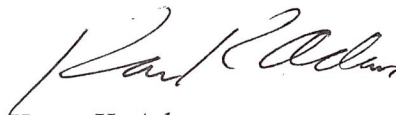
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Thereafter, we expect to continue consultation with your office and other consulting parties pursuant to 36 CFR 800.6 in order to resolve adverse effects by seeking ways to avoid, minimize and/or mitigate adverse effects to deemed-eligible properties.

If you have any questions regarding this letter, please contact me or Alan Anacheke-Nasemann at (978) 318-8214, or via email at: alan.r.anacheke-nasemann@usace.army.mil.

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Karen K. Adams
Chief, Permits and Enforcement Branch

Enclosures