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)*:

Address: 627-637 Tarkiln 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

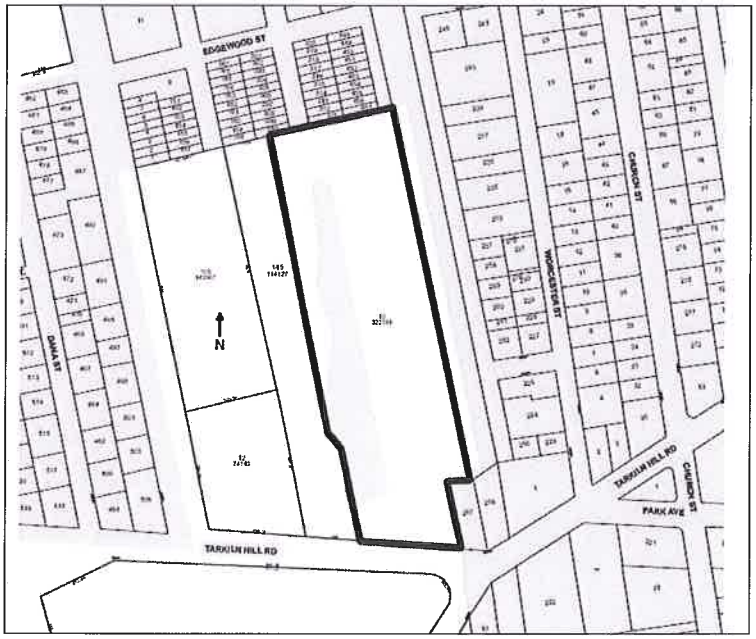
Moved: no ☒ yes ☐ **Date:**

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.

Photograph

Locus Map



Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year*): December 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☒ 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.

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 Unites 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).

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Lambeth Rope Company Office

Lambeth Rope Company Winding and Braiding Loft

Lambeth Rope Company Ropewalk

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

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

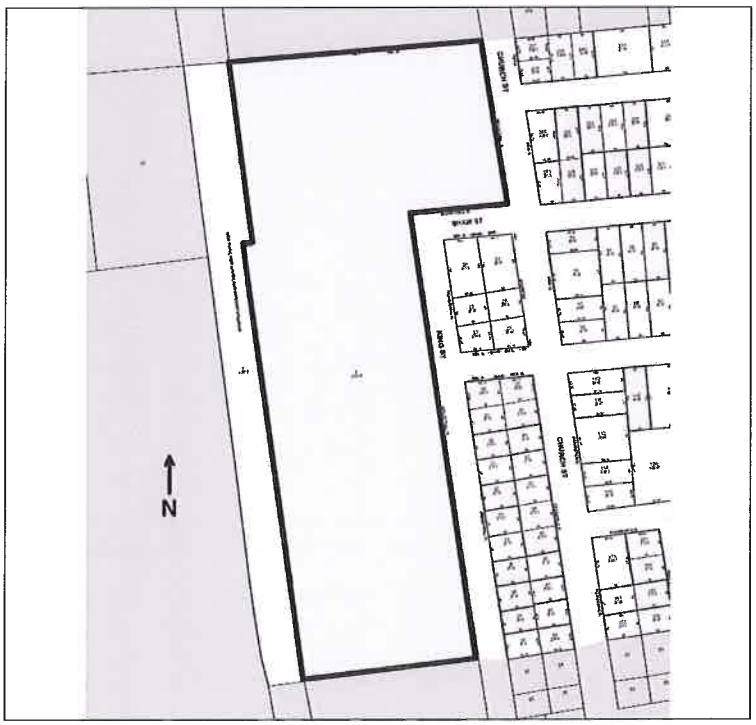
Moved: no ☒ yes ☐ **Date:**

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.

Photograph

Locus Map



Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date *(month / year)*: December 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☒ 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.

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).

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Manomet Mill No. 4 Spinning Mill (right) and Office and Picker Mill (left).

Manomet Mill No. 4 Picker Mill.

Manomet Mill No. 4 Office.

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

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:

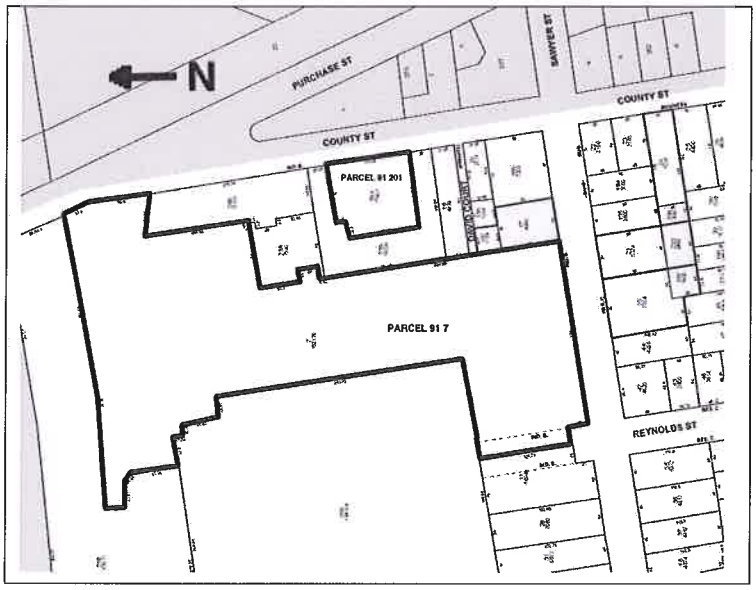
Moved: no ☒ yes ☐ **Date:**

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.

Photograph

Locus Map



Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year*): December 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☒ 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.

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 Bothers 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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1950 *Insurance Maps of New Bedford.* 1906 updated through 1950. Sanborn Map Company, New York, NY.

Stone, Orra L.
1930 *History of Massachusetts Industries, Volume I.* The S.J. Clarke Publishing Co., Boston, MA.

Pierce Brothers Textile Mill Store House, Card Room, Main Mill, and Boiler House/Engine Room (left-right).

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

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.

Photograph

Locus Map

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

Organization: PAL

Date *(month / year)*: December 2012

☒ 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.

BIBLIOGRAPHY and/or REFERENCES

Massachusetts Historical Commission (MHC)
1981 *MHC Reconnaissance Report: City of New Bedford.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Sanborn Map Company
1924 *Bristol County, New Bedford, Massachusetts Insurance Map.* Sanborn Map Company, New York, NY.

1924-1950 *Bristol County, New Bedford, Massachusetts Insurance Map.* Sanborn Map Company, New York, NY.

Walker Lithograph & Publishing Company
1911 *Map of New Bedford, Massachusetts.* Walker Lithograph & Publishing Company, Boston, MA.

[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

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

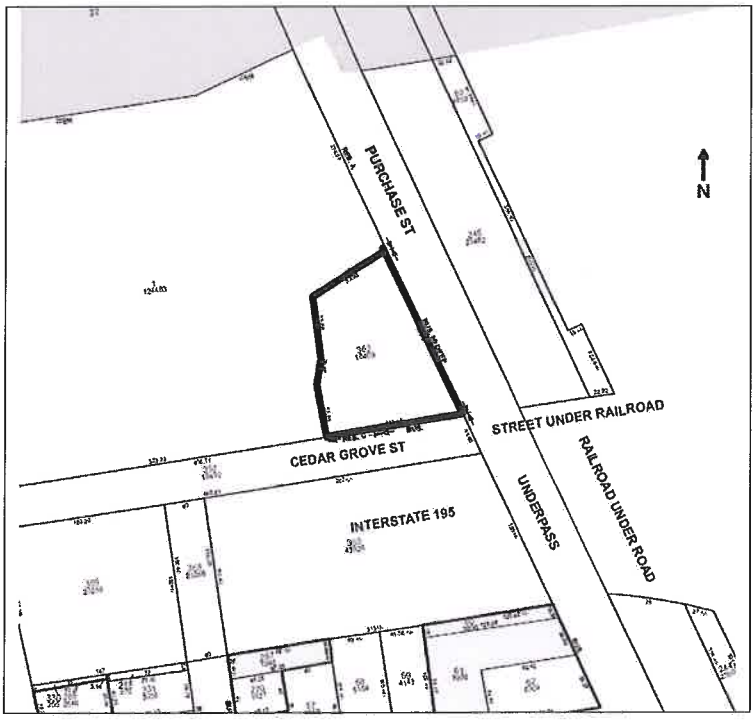
Moved: no ☒ yes ☐ **Date:**

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.

Photograph

Locus Map



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

Organization: PAL

Date *(month / year)*: December 2012

☒ 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 Avrelio 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.

BIBLIOGRAPHY and/or REFERENCES

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1908 *Plans for New Engine House Number 10: To be built at corner of Cedar Grove & Purchase Streets, City of New Bedford.* On file, Massachusetts State Archives, Boston, MA.

Ellis, Leonard Bolles
1890 *History of the Fire Department of the City of New Bedford, Massachusetts, 1772-1890*. New Bedford Fire Department, New Bedford, MA.

Sammarco, Anthony and Paul Buchanan
1997 *Images of America: New Bedford, Ma.* Arcadia Publishing: Charleston, SC.

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Walker, George H.
1911 *Map of City of New Bedford, Massachusetts*. George H. Walker and Company, Boston, MA.

[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

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.

Photograph

Locus Map

Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year*): December, 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☒ 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).

BIBLIOGRAPHY and/or REFERENCE

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
1977 New Bedford Storage Warehouse North Stores. MHC Form B – Building Form. On file, Massachusetts Historical Commission, Boston, MA.

Stone, Orra L.
1930 *History of Massachusetts Industries, Volume I.* The S.J. Clarke Publishing Co., Boston, MA.

New Bedford Cotton Storage Warehouse Company, North Stores Annex Building.

Rear elevation of New Bedford Cotton Storage Warehouse Company, North Stores.

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

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.

Photograph

Locus Map

Recorded by: K. Miller, Q. Stuart, A. Cahoon
Organization: PAL
Date (*month / year*): December 2012

☒ 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 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

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).

Continuation sheet 1

BIBLIOGRAPHY and/or REFERENCES

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.

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Aerial view of the Dog Kennel and Track Property oriented east (Bing 2012).

[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.

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.

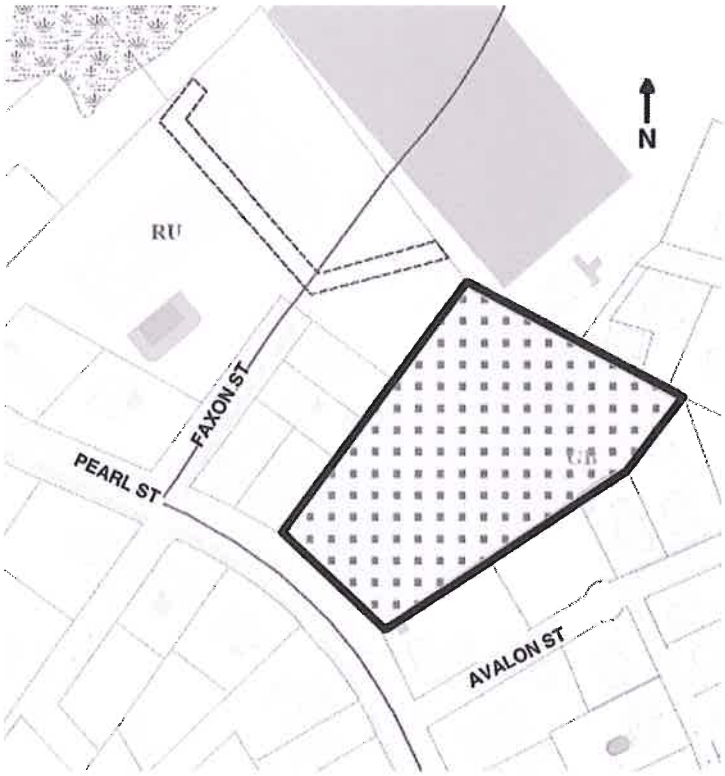
BIBLIOGRAPHY and/or REFERENCES (Continued)

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.

LOCUS MAP



View looking north towards Pearl Street Cemetery.

[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_____

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):	

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

This file was accessed on:

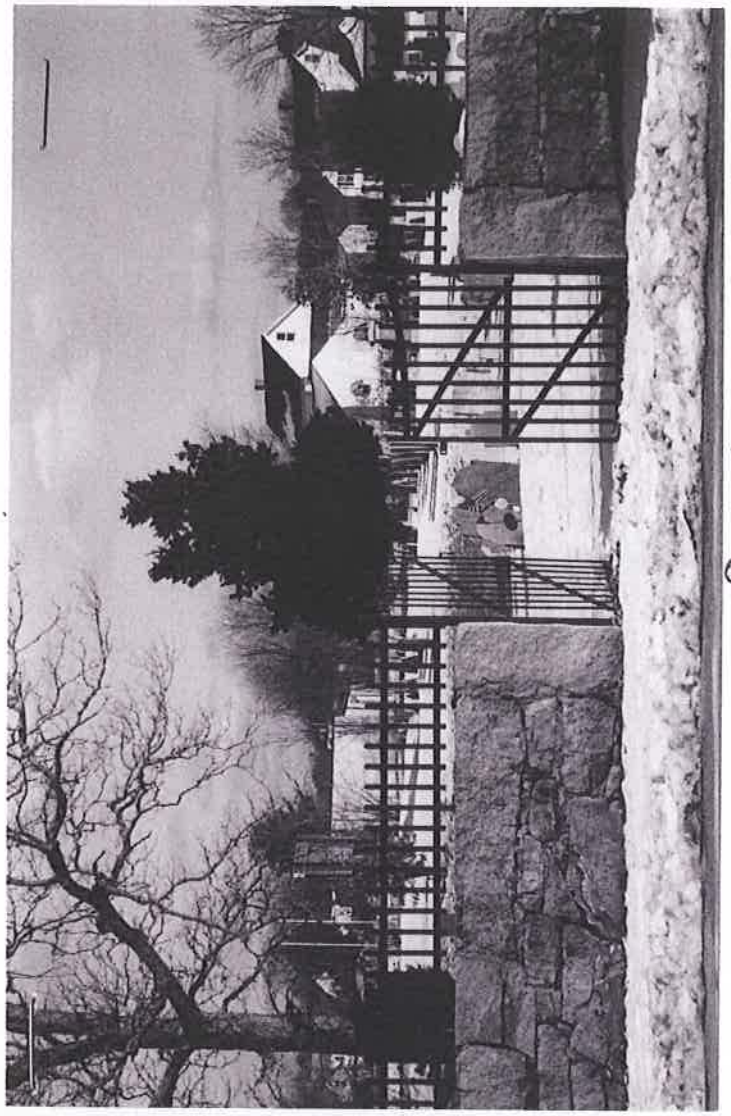
Friday, November 02, 2012 at 1:05: PM

SECTION A

FORM E - BURIAL GROUND

Assessor's number	USGS Quad	Area(s)	Form Number
50-68	Norwood	A	800

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125



View from Street. 2001.

Town Stoughton

Place *(neighborhood or village)* N. Stoughton

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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Follow Massachusetts Historical Commission Survey Manual for instructions for completing this form.

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.

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.

BIBLIOGRAPHY and/or REFERENCES

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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

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, 19h 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

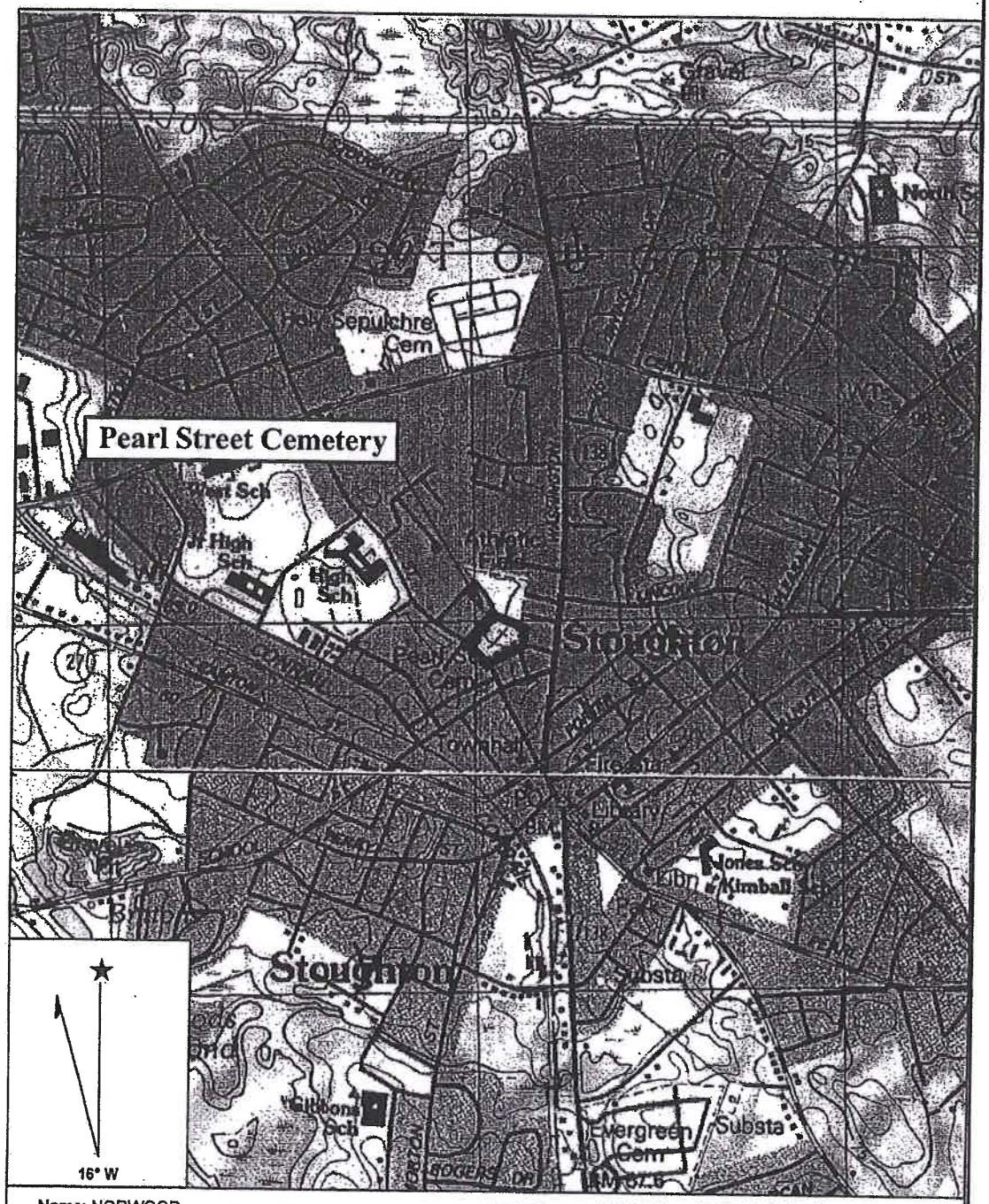
Community: Stoughton

Property Address: Pearl Street

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s) A

Form No. 800



Name: NORWOOD
Date: 11/15/2002
Scale: 1 inch equals 1081 feet

Location: 042° 07' 45.0" N 071° 06' 15.9" W
Caption: Pearl Street Cemetery
Pearl Street
Stoughton, Massachusetts

Copyright (C) 1997, Maptech, Inc.

Figure 1. USGS Map

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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

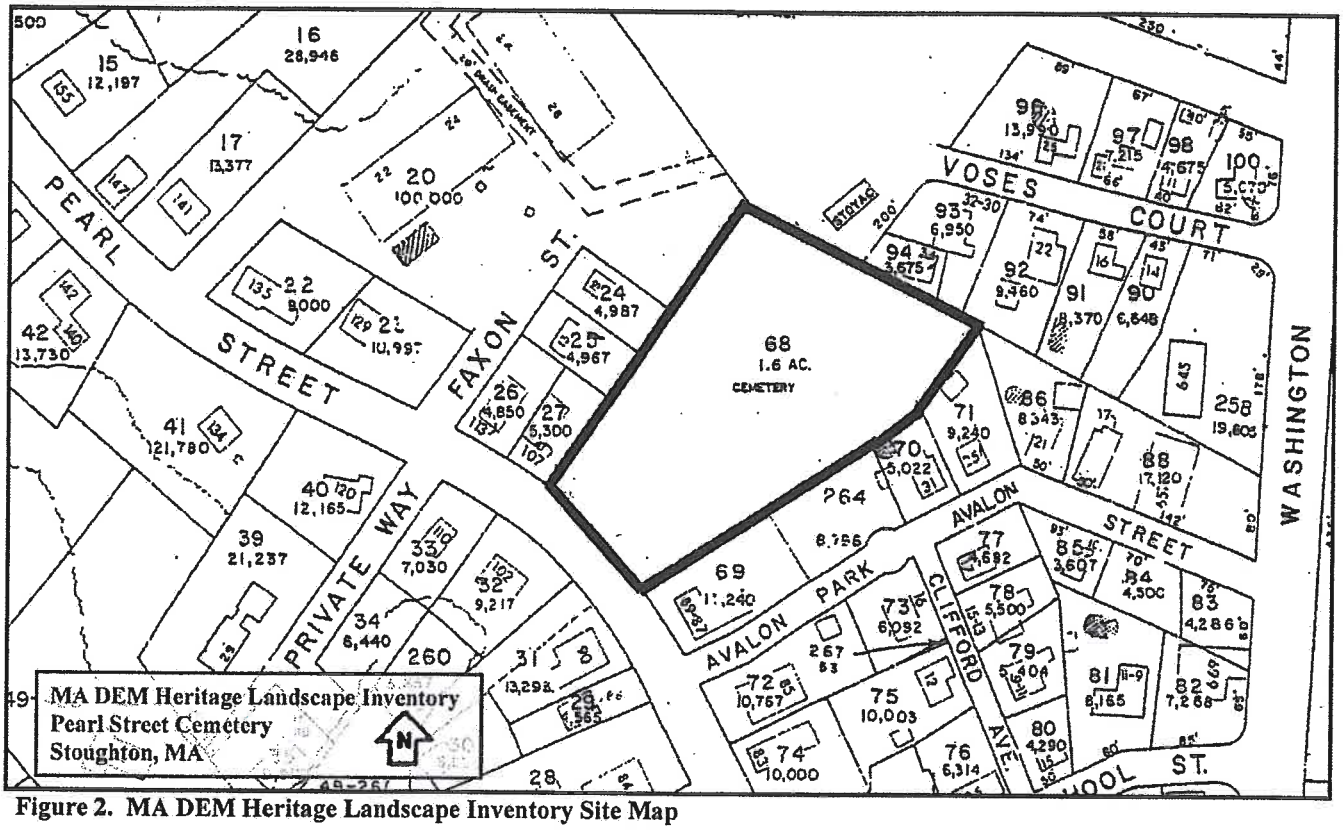

Figure 2. MA DEM Heritage Landscape Inventory Site Map

INVENTORY FORM CONTINUATION SHEET

Community: Stoughton

Property Address: Pearl Street

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s) A

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

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INVENTORY FORM CONTINUATION SHEET

Community: Stoughton

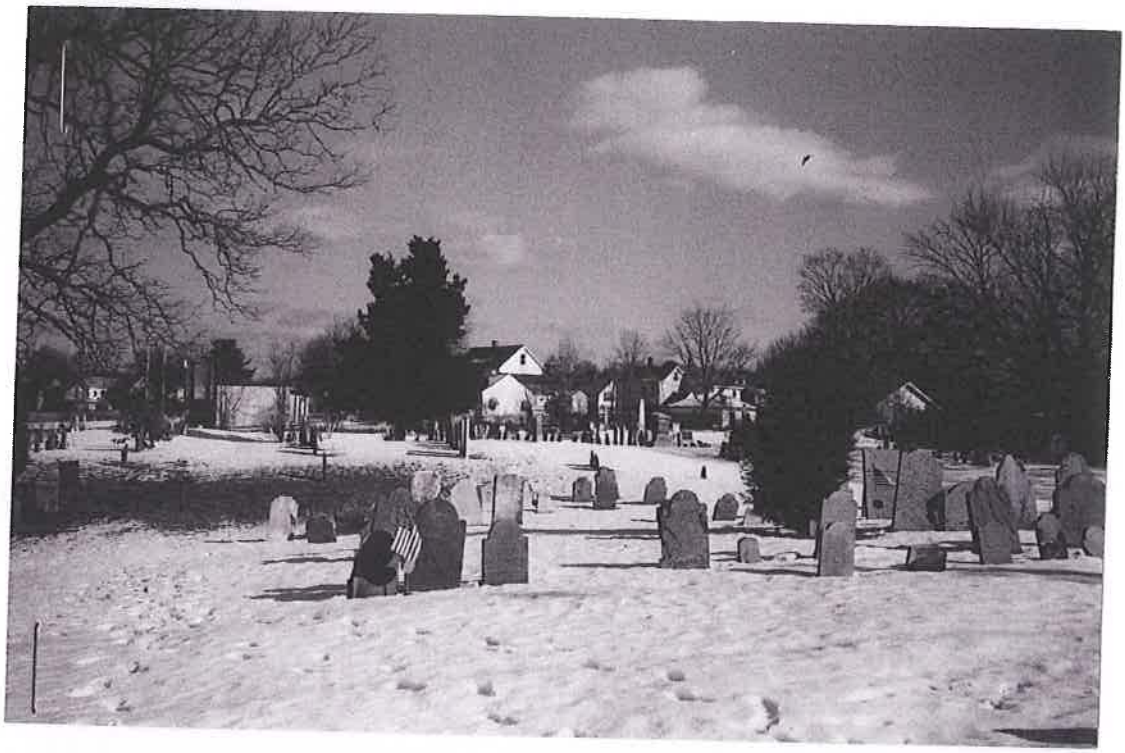
Property Address: Pearl Street

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s) A

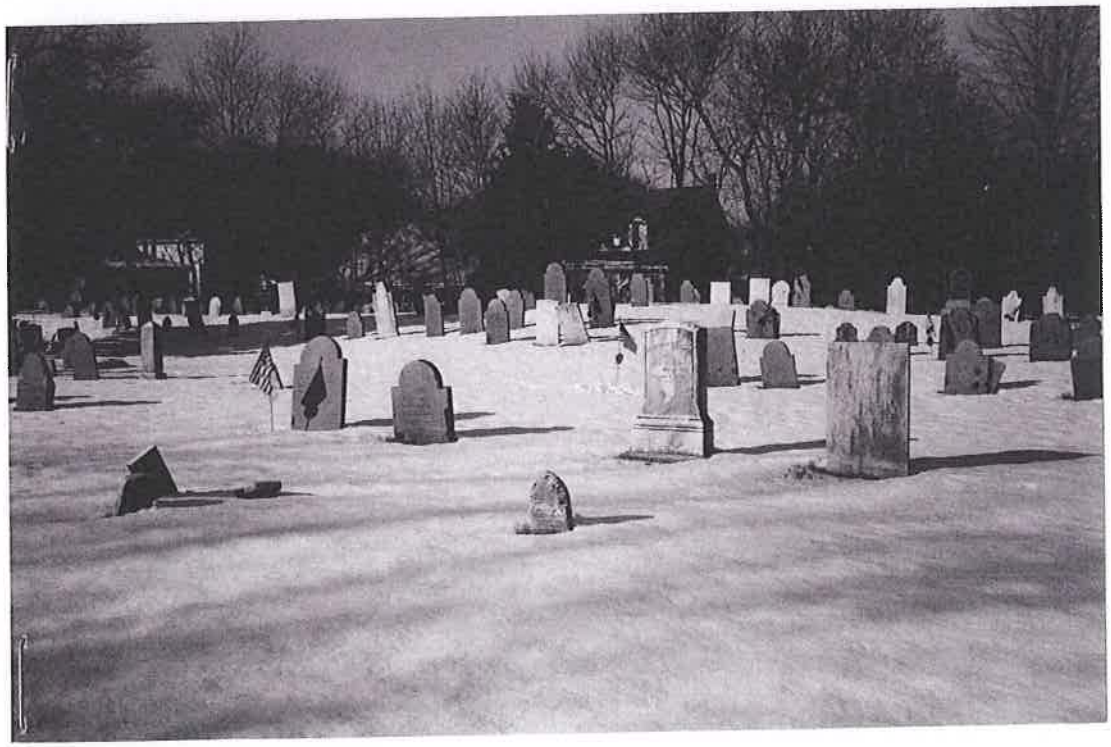
Form No. 800

PHOTOGRAPHS



View to west. 2001.

2.



Overview. 2001.

3.

INVENTORY FORM CONTINUATION SHEET

Community: Stoughton

Property Address: Pearl Street

Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

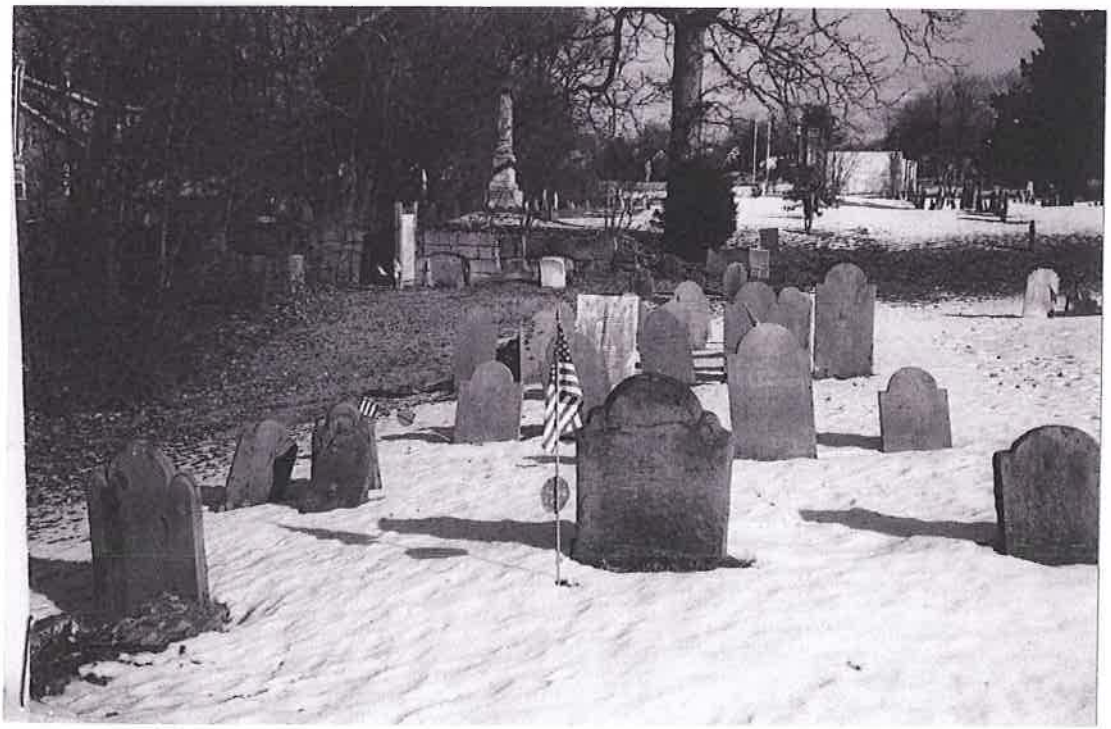
Area(s) A

Form No. 800

PHOTOGRAPHS

Gravestones 2001

4.



Gravestones with tombs in the background. 2001.

5.

FORM E - BURIAL GROUND

MASSACHUSETTS HISTORICAL COMMISSION
80 BOYLSTON STREET
BOSTON, MA 02116

AREA	FORM NO.
A	800

STOUGHTON

ss Pearl Street

Pearl Street Cemetery

ship: x Public

Private

IPTION

ximate number of stones 500+

Earliest death date 2.18.1743

Latest death date 7.1.1965

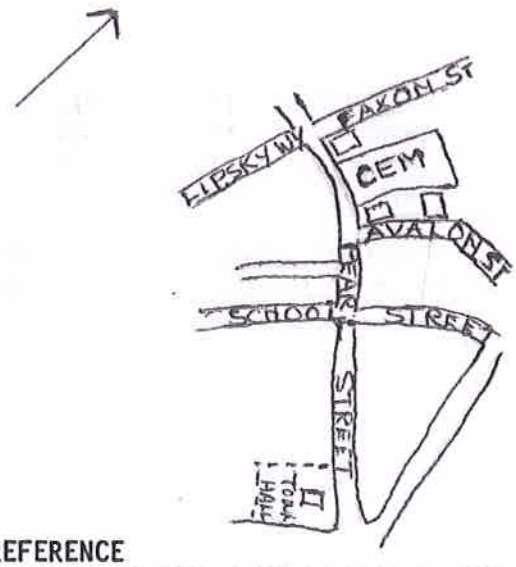
Landscape Architect (if known)

Condition Some gravestones have suffered from age, but general condition of cemetery is good

Acreage 3+ acres

Setting Residential

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

Recorded by Dorothy M. Woodward
Alice M. Petruzzo

Organization Stoughton Historical Commission

Date June 11, 1987

STG.800

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 Recorders; Stoughton Historical Society Files

Prominent Citizen

FORM B – BUILDING

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

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

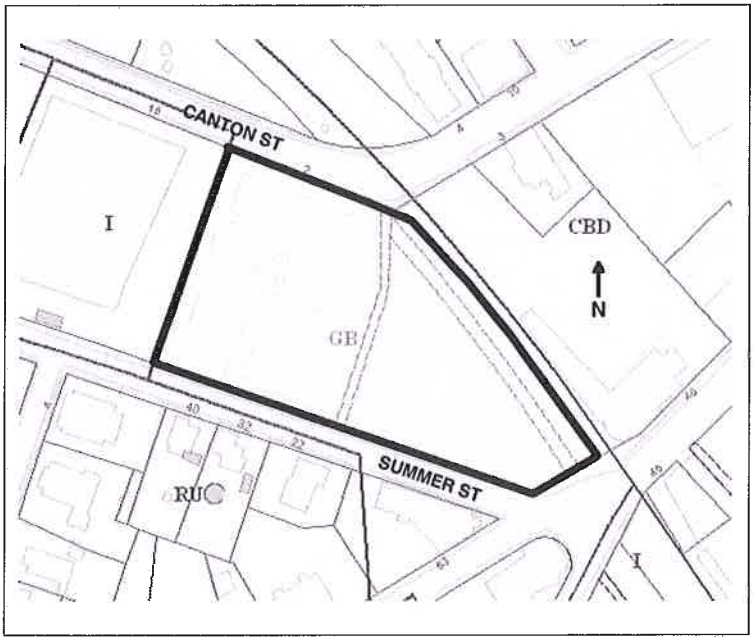
Moved: no ☒ yes ☐ **Date:**

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.

Photograph

Locus Map



Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year*): December 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☒ 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

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).

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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.

1949 *Insurance Map of Stoughton, Norfolk County, Massachusetts*. Sanborn Map Company, New York, NY.

Stone, Orra L.
1930 *History of Massachusetts Industries, Volume II.* The S.J. Clarke Publishing Co., Boston, MA.

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

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. Dalyand 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

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.

Photograph

Locus Map

Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year*): December 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☒ 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

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1918 *History of Norfolk County, Massachusetts, 1622-1918.* Volume I. The S.J. Clarke Publishing Company, New York, NY.

Lambert, David Allen
2009 Stoughton. Postcard History Series. Arcadia Publishing, Charleston, SC.

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Petruzzo, Alice M. and Dorothy M. Woodward
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Sanborn Map Company
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.

1949 *Insurance Map of Stoughton, Norfolk County, Massachusetts*. Sanborn Map Company, New York, NY.

Stone, Orra L.
1930 *History of Massachusetts Industries, Volume III.* The S.J. Clarke Publishing Co., Boston, MA.

West elevation of the Meade Rubber Company loft with attached and detached storage buildings.

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)*:

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

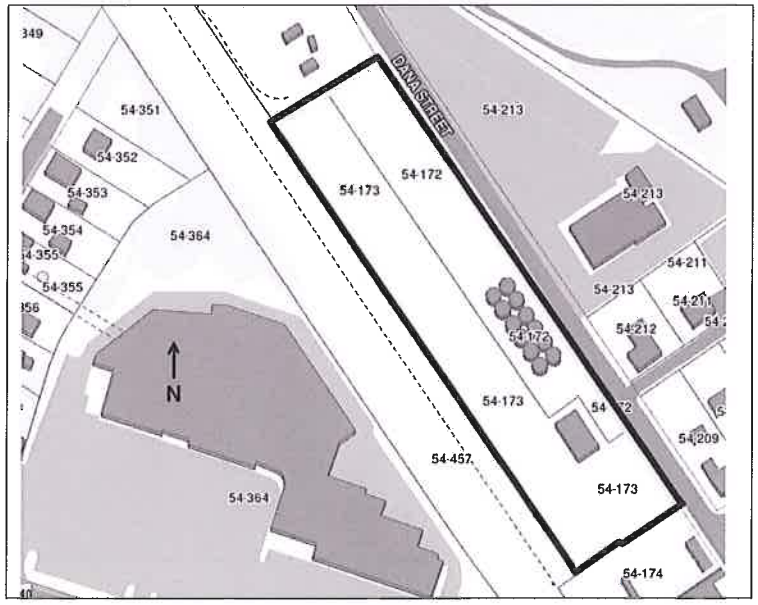
Moved: no ☒ yes ☐ **Date:**

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.

Photograph

Locus Map



Recorded by: J. Daly, Q. Stuart, A.Cahoon

Organization: PAL

Date (*month / year*): December, 2012

☒ 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

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.

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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*
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Gordon, Robert B. and Patrick M. Malone
1994 *The Texture of Industry*. Oxford University Press, New York, NY.

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1892 *Massachusetts of Today: A Memorial of the State*. Columbia Publishing Company, Boston, MA.

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1888 *Insurance Map of Taunton, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.
1893 *Insurance Map of Taunton, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.
1898 *Insurance Map of Taunton, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.
1937 *Insurance Map of Taunton, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.
1950 *Insurance Map of Taunton, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.

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.

View looking west toward the southeast and northeast elevations of the coke silos at 28 Dana Street.

[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

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.

Photograph

Locus Map

Recorded by: Q. Stuart, J. Daly, A. Cahoon

Organization: PAL

Date (*month / year)*: December, 2012

☒ 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

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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2010 *M.M. Rhodes & Sons a piece of Taunton's History.* Taunton Daily Gazette. Taunton, MA.

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1981 *MHC Reconnaissance Survey Town Report: Taunton.* Massachusetts Historical Commission, Boston, MA.

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1898 *Insurance Map of Taunton, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.
1937 *Insurance Map of Taunton, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.
1950 *Insurance Map of Taunton, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.

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1930 *History of Massachusetts Industries, Volume I.* The S.J. Clarke Publishing Co., Boston, MA.

Winters, Terry
1979 *MHC Form B – Rhode Button Factory, Taunton*. On file at MHC, Boston MA.

Photo 2. View east of the west elevation of the paint shop.

Photo 3. View northeast of the paint shop cupolas.

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.

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.

[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

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

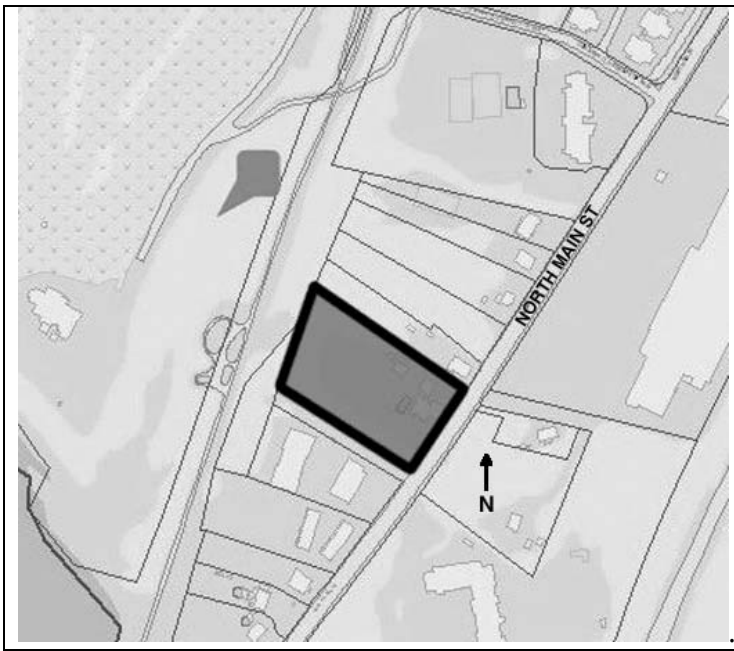
Moved: **no** ☒ **yes** ☐ **Date:**

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.

Photograph

Locus Map



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

Organization: PAL

Date (*month / year*): December 2012

☐ 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.

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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.

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	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

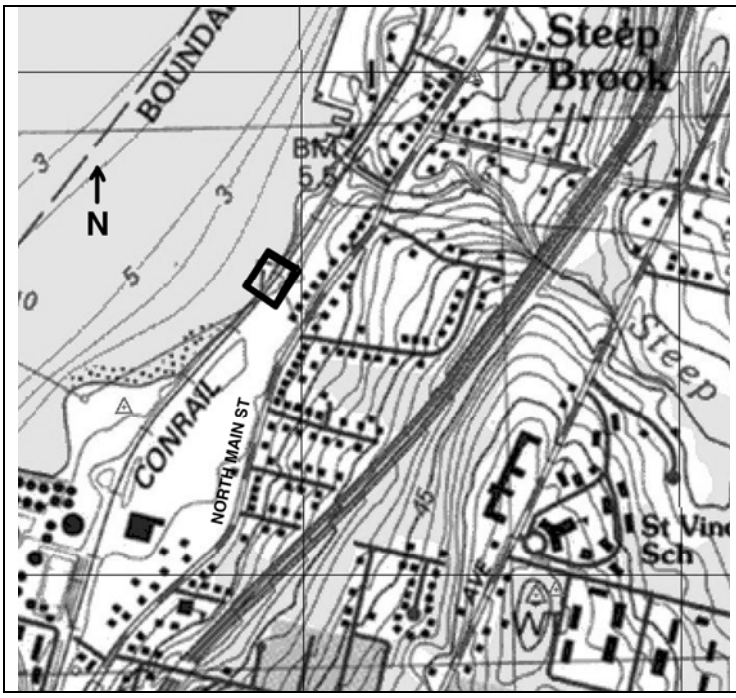
Moved ☒ **no** ☐ **yes** **Date:**

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.

Photograph

Locus Map



UTM Reference: 0322593 E; 4622939 N

Recorded by: J. Daly, A. Cahoon

Organization: PAL

Date (*month / year):* December 2012

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 ¾-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.

BIBLIOGRAPHY and/or REFERENCE

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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.

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

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

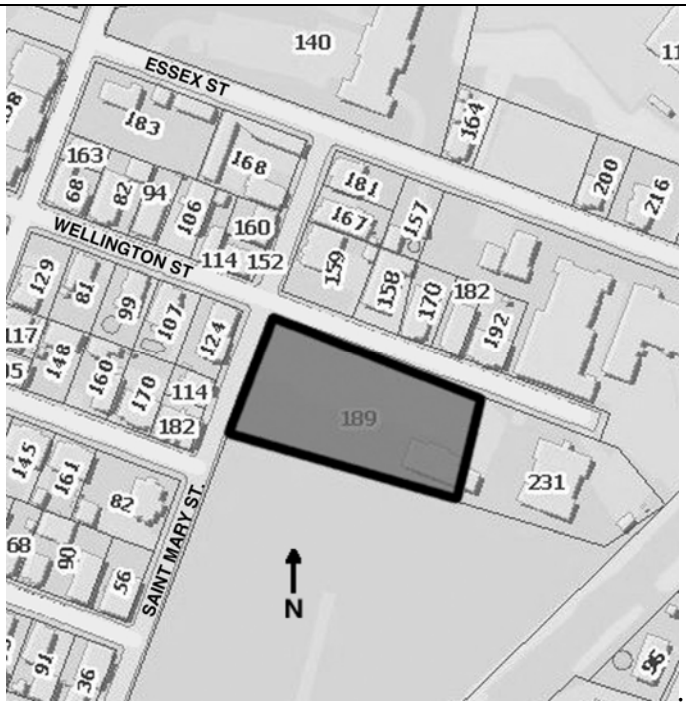
Moved: **no** ☒ **yes** ☐ **Date:**

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.

Photograph

Locus Map



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

Organization: PAL

Date (*month / year)*: December 2012

☐ 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.

BIBLIOGRAPHY and/or REFERENCES

Hurd, Duane Hamilton
1883 History of Bristol County, Massachusetts. J.W. Lewis & Co., Philadelphia, PA.

Jewett, Sarah Orne
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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

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.

Photograph

Locus Map

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

Organization: PAL

Date (*month / year)*: December 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☐ 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. 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. Mathew'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).

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
1883 History of Bristol County, Massachusetts. J.W. Lewis & Co., Philadelphia, PA.

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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

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.

Photograph

Locus Map

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

Organization: PAL

Date (*month / year*): December 2012

☐ 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

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

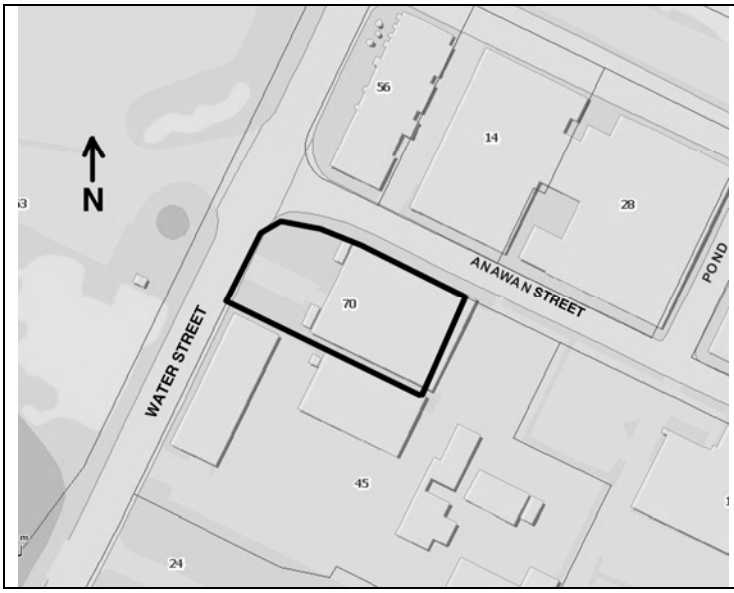
Moved: **no** ☒ **yes** ☐ **Date:**

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.

Photograph

Locus Map



Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year)*: December 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☐ 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.

BIBLIOGRAPHY and/or REFERENCE

Foster, E. Everton, Ed.
1916 *Lamb's Textile Industries of the United States.* Volume I. James H. Lamb, Boston, MA.

Fox, Pamela
1982 American Printing Co. (Including Metacomet Mill). Form A – Area Form. On file Massachusetts Historical Commission, Boston, MA.

Frontiero, Wendy, Vivienne Lasky, Peter Stott and Sarah Zimmerman
1982 Fall River Multiple Resource Area, National Register of Historic Places Inventory – Nomination Form. On file, Massachusetts Historical Commission, Boston, MA.

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

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.

Stone, Orra L.
1930 *History of Massachusetts Industries, Volume I.* The S.J. Clarke Publishing Co., Boston, MA.

Rear elevation of American Printing Company Machine Shop.

FORM B – BUILDING

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

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

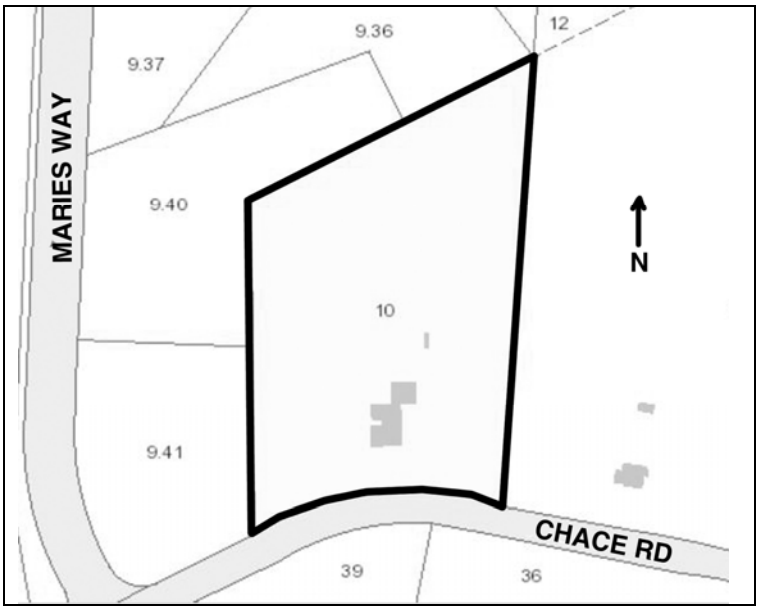
Moved: **no** ☒ **yes** ☐ **Date:**

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

Photograph

Locus Map



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

Organization: PAL

Date (*month / year)*: December 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☐ 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.

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.

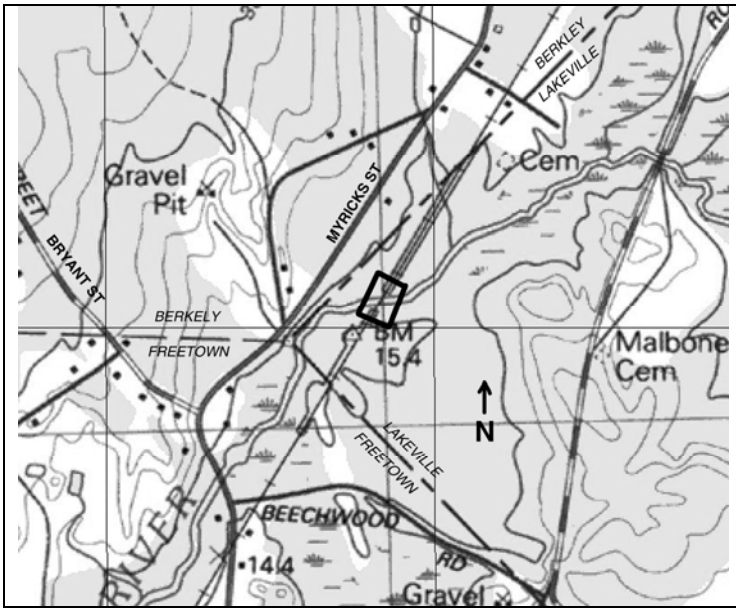
FORM F – STRUCTURE (BRIDGE)

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

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

Photograph

Locus Map



UTM Reference: 0331055 E; 4631495 N

Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year):* December 2012

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.

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

☐ 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.

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.

Deck view of Bridge No. 0.92, looking south.

FORM B – BUILDING

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

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.

Photograph

Locus Map

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

Organization: PAL

Date (*month / year)*: December 2012

☐ 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

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.

Photograph

Locus Map

Recorded by: K. Miller, Q. Stuart, A. Cahoon
Organization: PAL
Date (*month / year*): December 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☐ 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.

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.

Smith, Annin & Company Lithographers
1830 *Map of Raynham, Massachusetts*. Boston, MA.

State of Massachusetts
1869 *Raynham, MA*, Massachusetts, Town and Vital Records, 1620-1988.

United States (US) Census
1860 Raynham, Massachusetts

1910 Raynham, Massachusetts

View looking northeast towards the property at 521 Prospect Hill Road, including the residence and barn.

View looking southeast at the chicken coop.

View looking east at 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
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.

Photograph

Locus Map

UTM Reference: 0327282 E; 4639138 W

Recorded by: J. Daly, A.Cahoon

Organization: PAL

Date (*month / year):* December 2012

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

☐ 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.

BIBLIOGRAPHY and/or REFERENCE

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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.

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

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

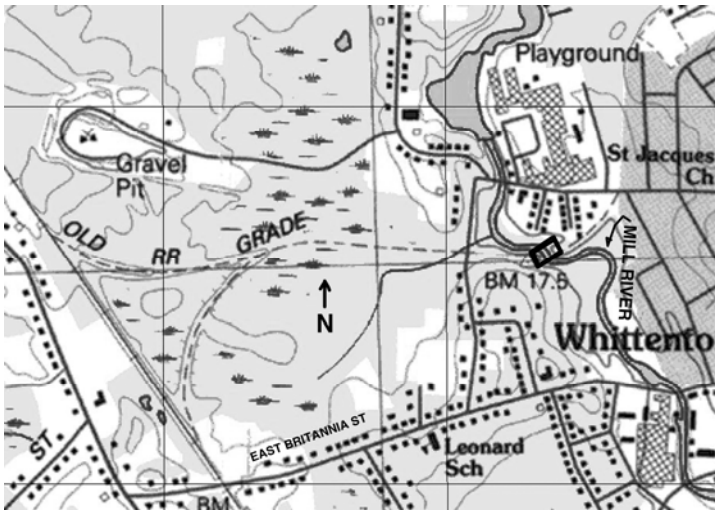
Moved ☒ **no** ☐ **yes** **Date:**

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.

Photograph

Locus Map



UTM Reference: 0325470 E; 4643242 W

Recorded by: J. Daly, A. Cahoon

Organization: PAL

Date (*month / year):* December 2012

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).

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.

South elevation of Railroad Bridge over Mill River, looking northeast.

FORM B – BUILDING

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

Assessor's Number	USGS Quad	Area(s)	Form Number
65//345/0/	Taunton		TAU.257

Town/City: Taunton

Place: *(neighborhood or village)*:

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/late20th-century. Demolition of attached mill, ca. 2010.

Condition: Good

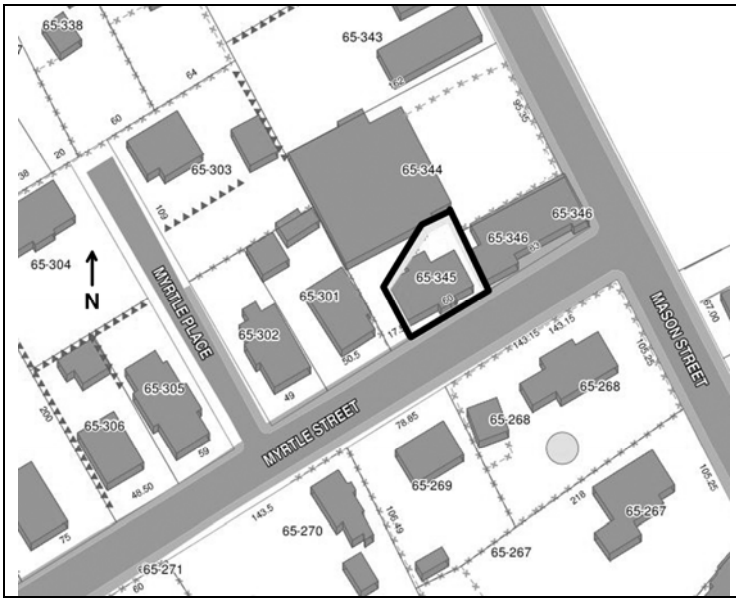
Moved: **no** ☒ **yes** ☐ **Date:**

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.

Photograph

Locus Map



Recorded by: K. Miller, J. Daly, A.Cahoon

Organization: PAL

Date (*month / year)*: December, 2012

Follow Massachusetts Historical Commission Survey Manual instructions for completing this form.

☐ 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 Moldering 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

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

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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.

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

Assessor's Number	USGS Quad	Area(s)	Form Number
65//150//0/	Taunton		

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

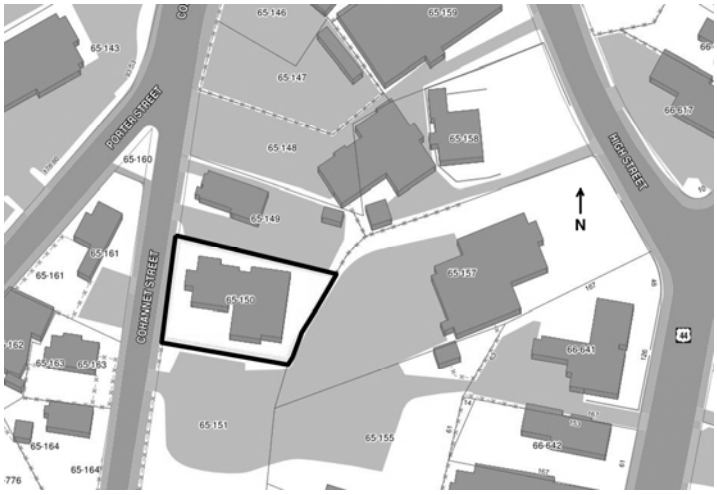
Moved: **no** ☒ **yes** ☐ **Date:**

Acreage: 0.30

Setting: Property is in an urban, predominantly residential area, located approximately 300 feet northeast of the Attleboro Secondary right-of-way.

Photograph

Locus Map



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

Organization: PAL

Date (*month / year)*: December, 2012

☐ 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.

[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 106, 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.

220 Morrissey Boulevard, Boston, Massachusetts 02125
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www.sec.state.ma.us/mhc

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

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

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

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 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.

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www.sec.state.ma.us/mhc

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

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
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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 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 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.

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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

Brona Simon
State Historic Preservation Officer
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xc: Kate Atwood, COE-NED
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Deborah C. Cox, PAL
Lisa A. Standley, VHB, Inc.

November 19, 2009

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

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 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,

Brona Simon

Brona Simon
State Historic Preservation Officer
Executive Director
State Archaeologist
Massachusetts Historical Commission

xc: see attached

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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

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 Anacheka-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.

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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

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)
George Green Jr., THPO, Mashpee Wampanoag Tribe
John A. Peters, Jr. Massachusetts Commission on Indian Affairs
A. Kenneth Alves, Assonet Band, Wampanoag Nation
Kristina Egan, MADOT
Andrew Brennan, MBTA
Holly Palmgren, MBTA
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, [illegible], 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 Anacheka-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,

Brona Simon

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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
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Historical Commissions, Towns of: Easton, Taunton, Raynham, Fall River, Freetown
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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 Tarkiln 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*	*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*	*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*	*Railroad Bridge near Ashley Street*	*MP 8.58 Fall River Secondary*	*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 Brittania 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 Tarkiln Hill Rd	RNRE; A, C	New Bedford Main Line	King's Highway Station; King's Highway / Tarkiln 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, 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.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 Carbarn	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

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.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, FR.C	Fall River	American Printing Company - Metacomet 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

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.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	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

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 Scondary	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).

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, 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 5-2. 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 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

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.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

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]
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 Tarkiln Hill Rd	RNRE; A, C	New Bedford Main Line	King's Highway Station; King's Highway / Tarkiln 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

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]
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 Carbarn	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 - Metacomet 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

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.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
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

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.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 Scondary	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 *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). 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.

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/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.

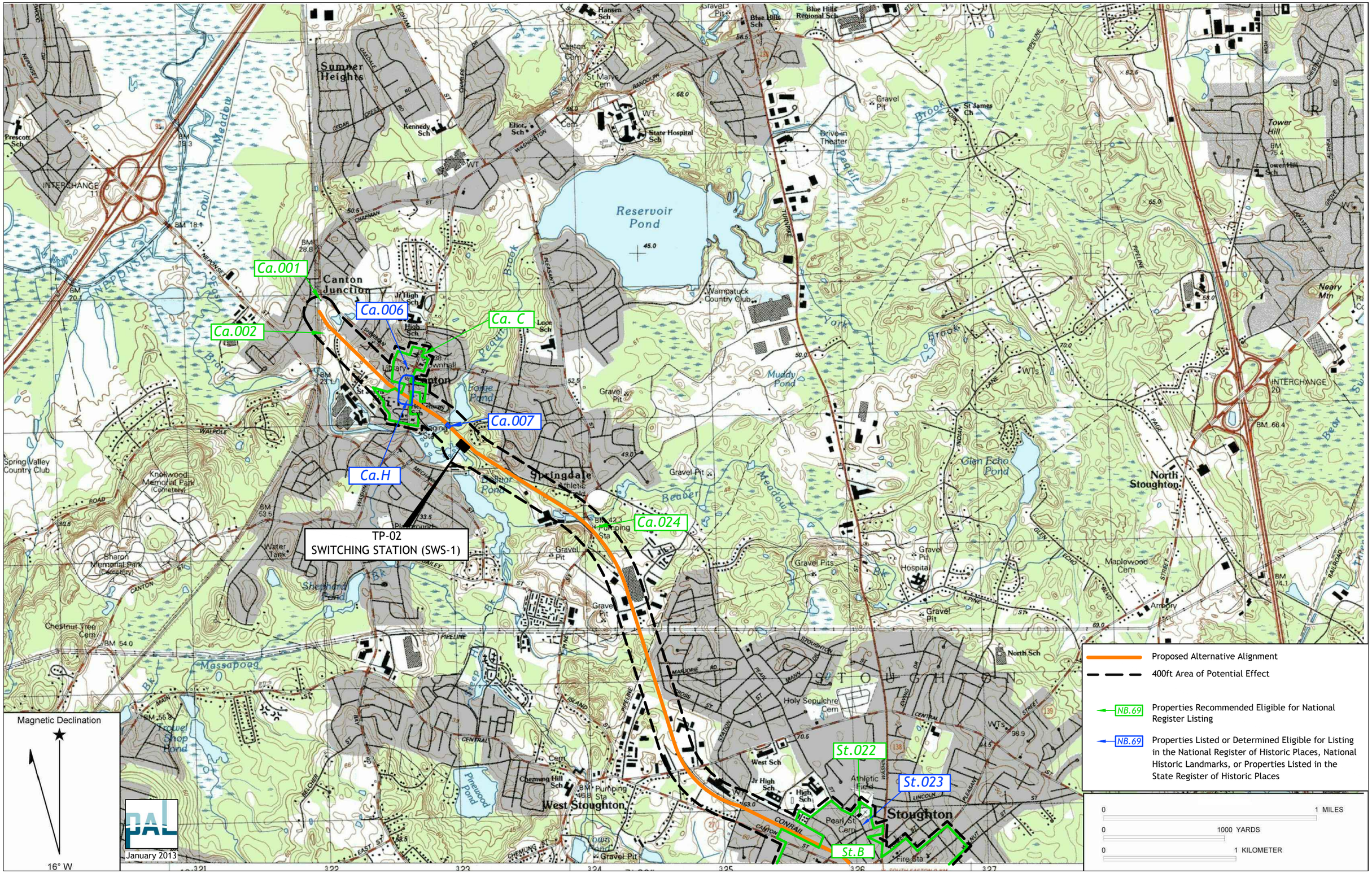
[9] Mitigation

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.

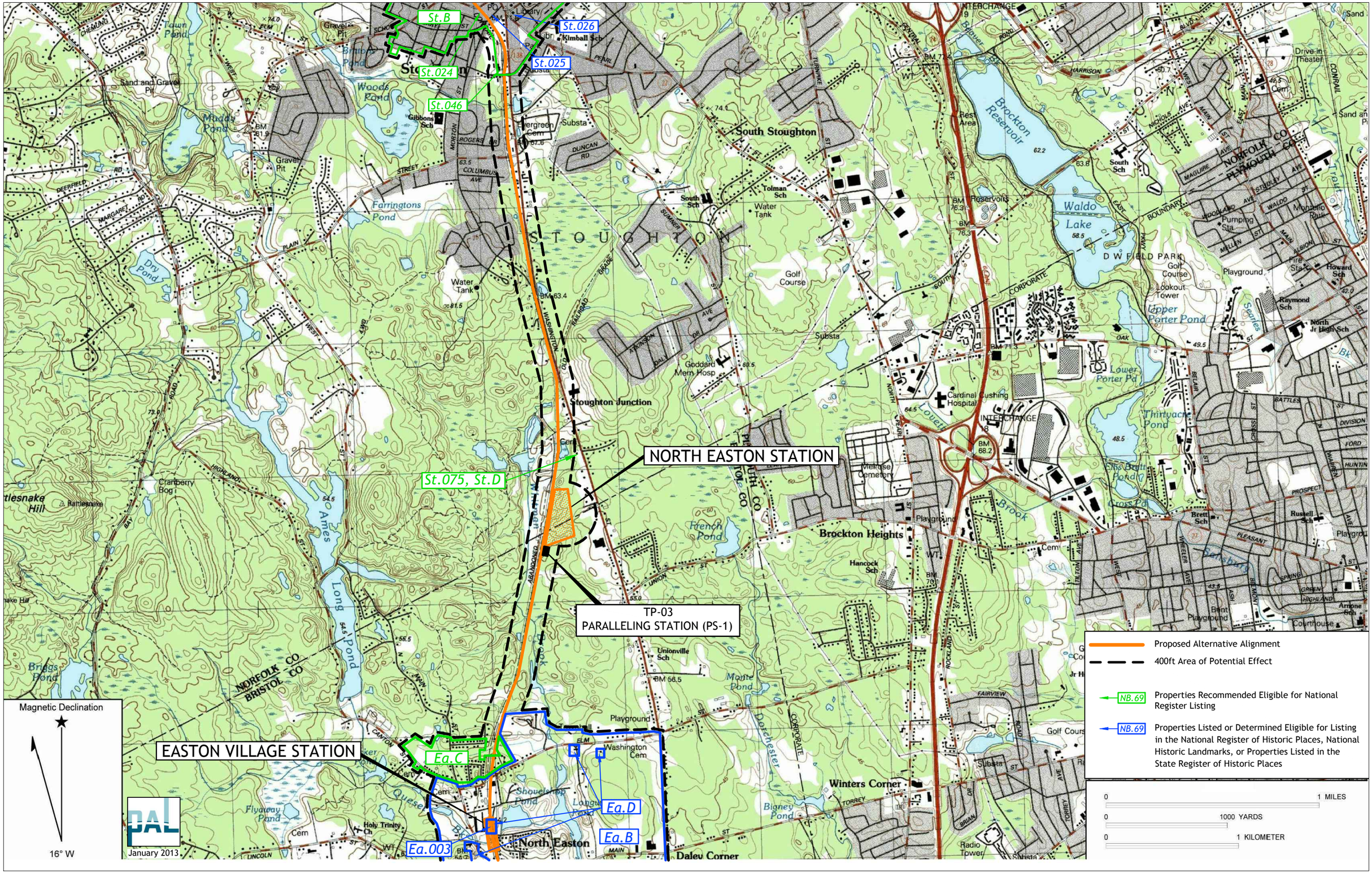
APPENDIX B
Addendum

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

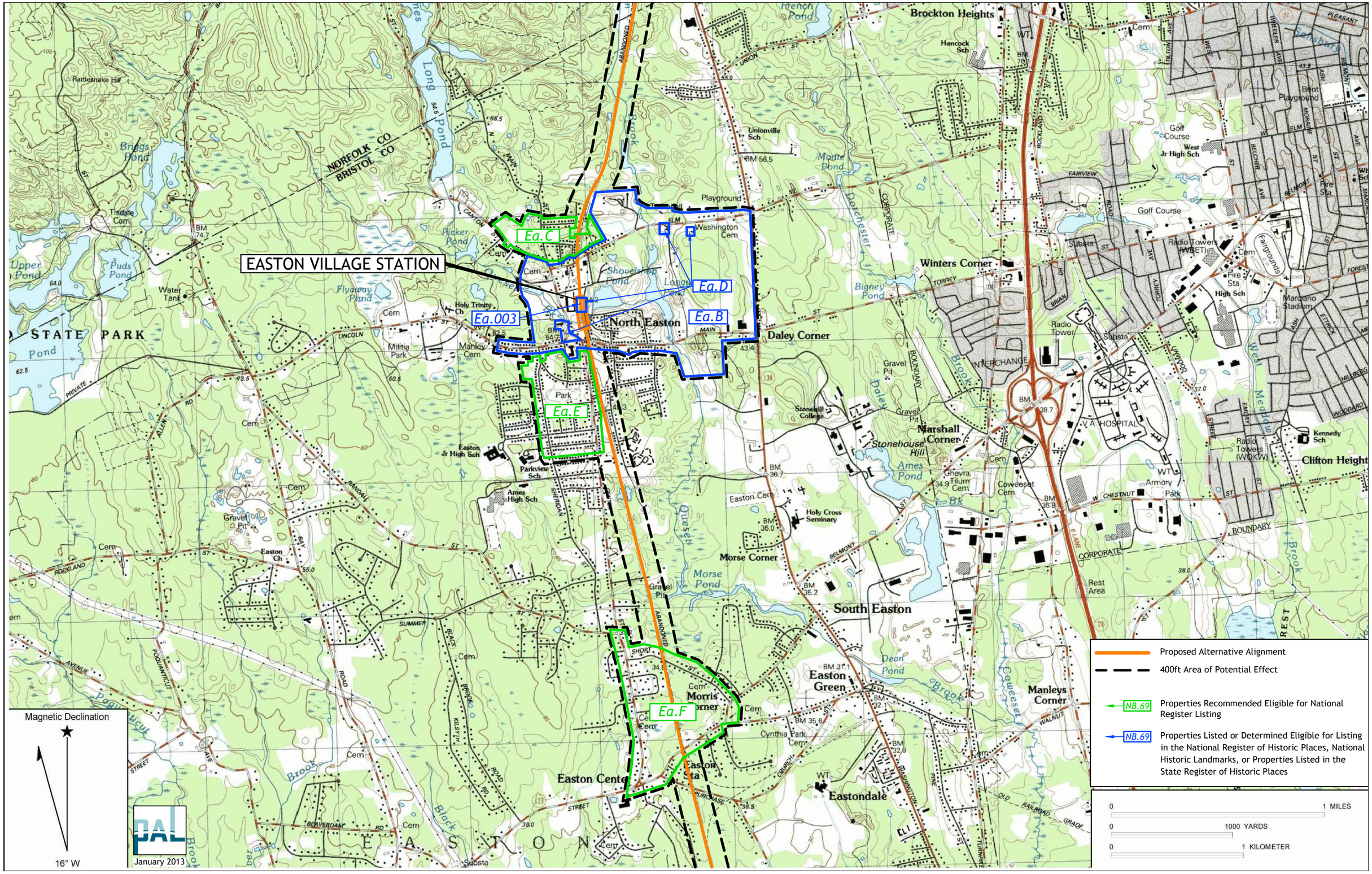
Revised and Updated, May 2013



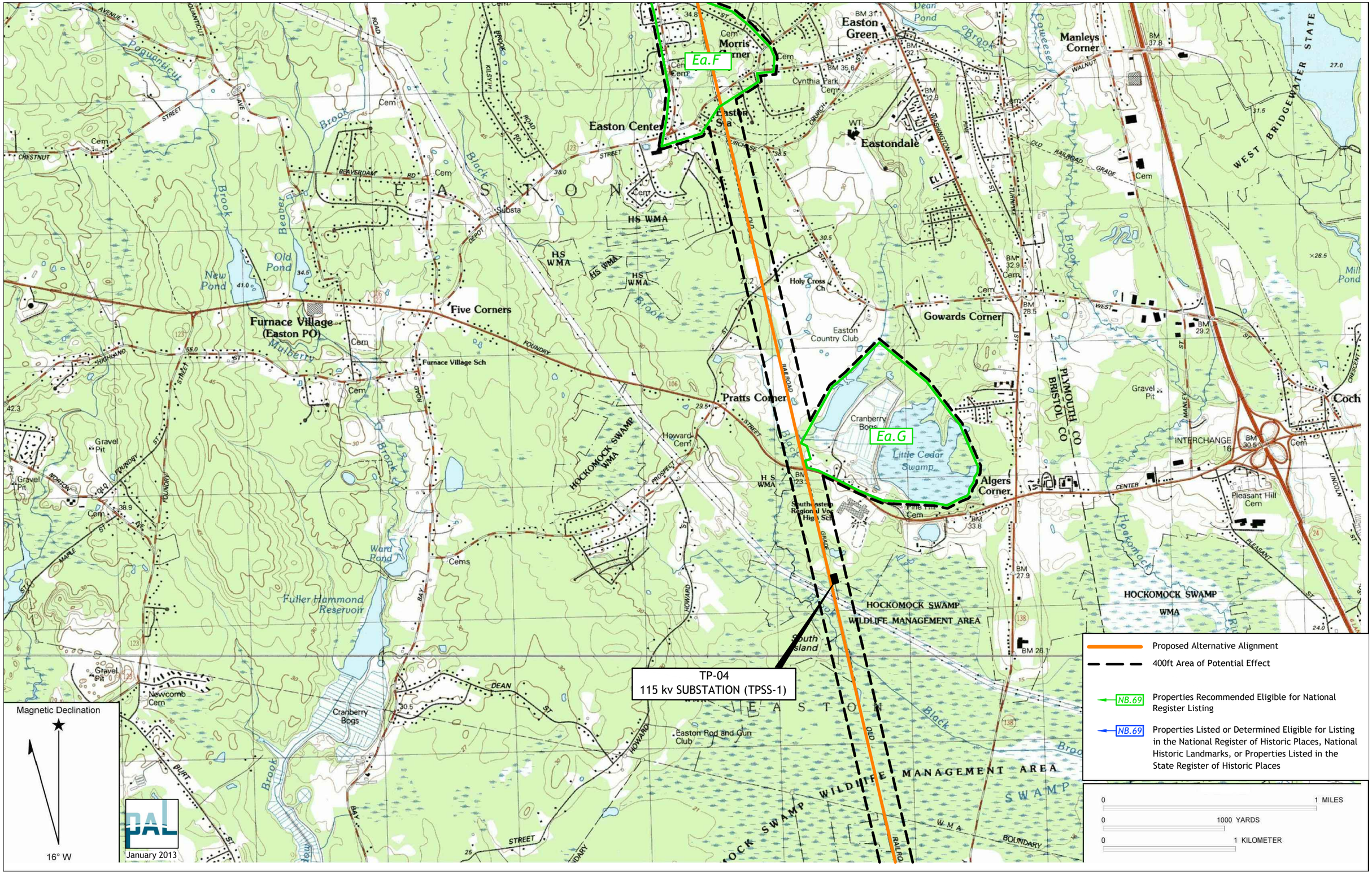
Appendix B-1. National/State Register listed, determined eligible, and recommended eligible historic properties.



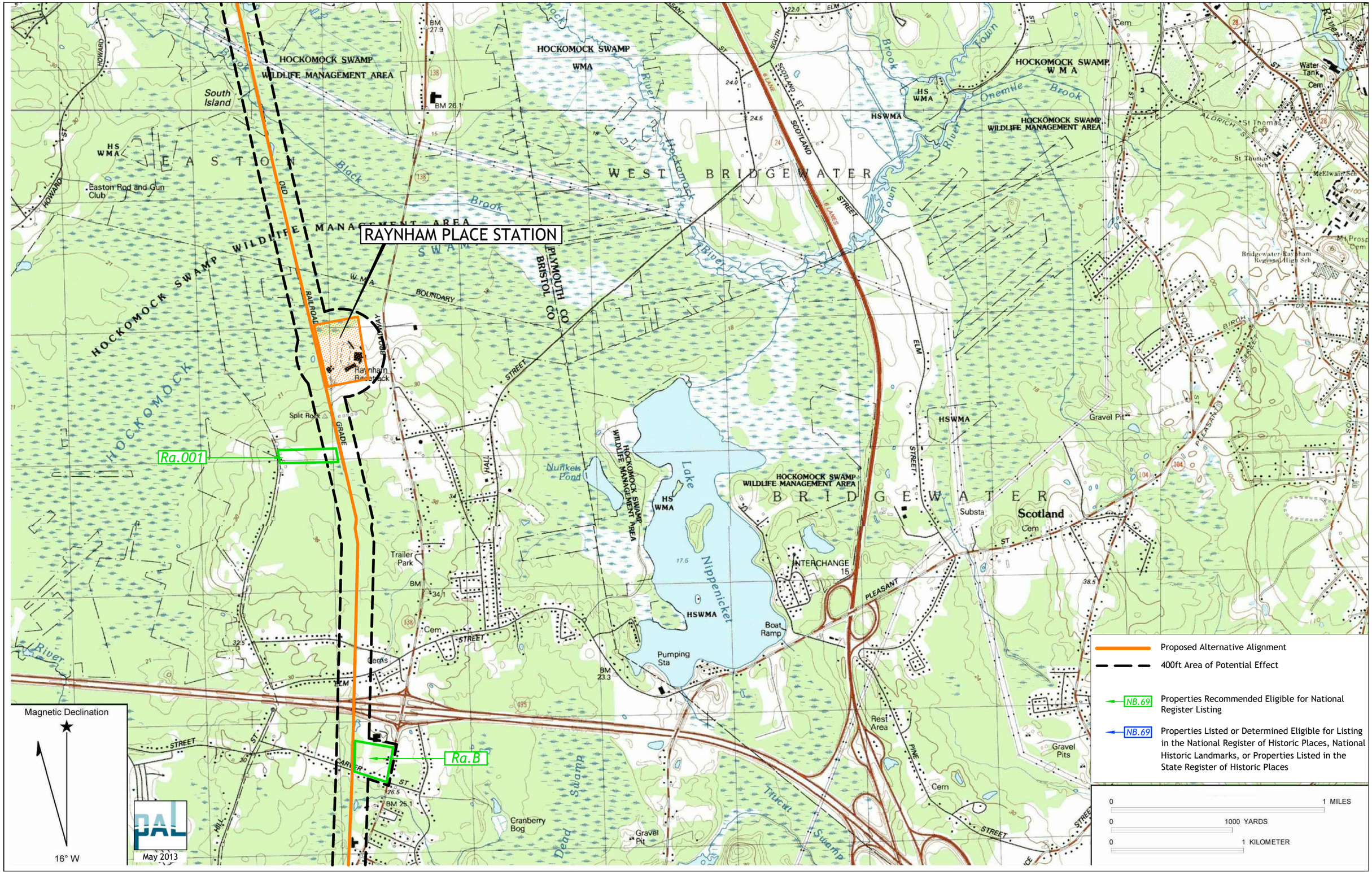
Appendix B-2. National/State Register listed, determined eligible, and recommended eligible historic properties.



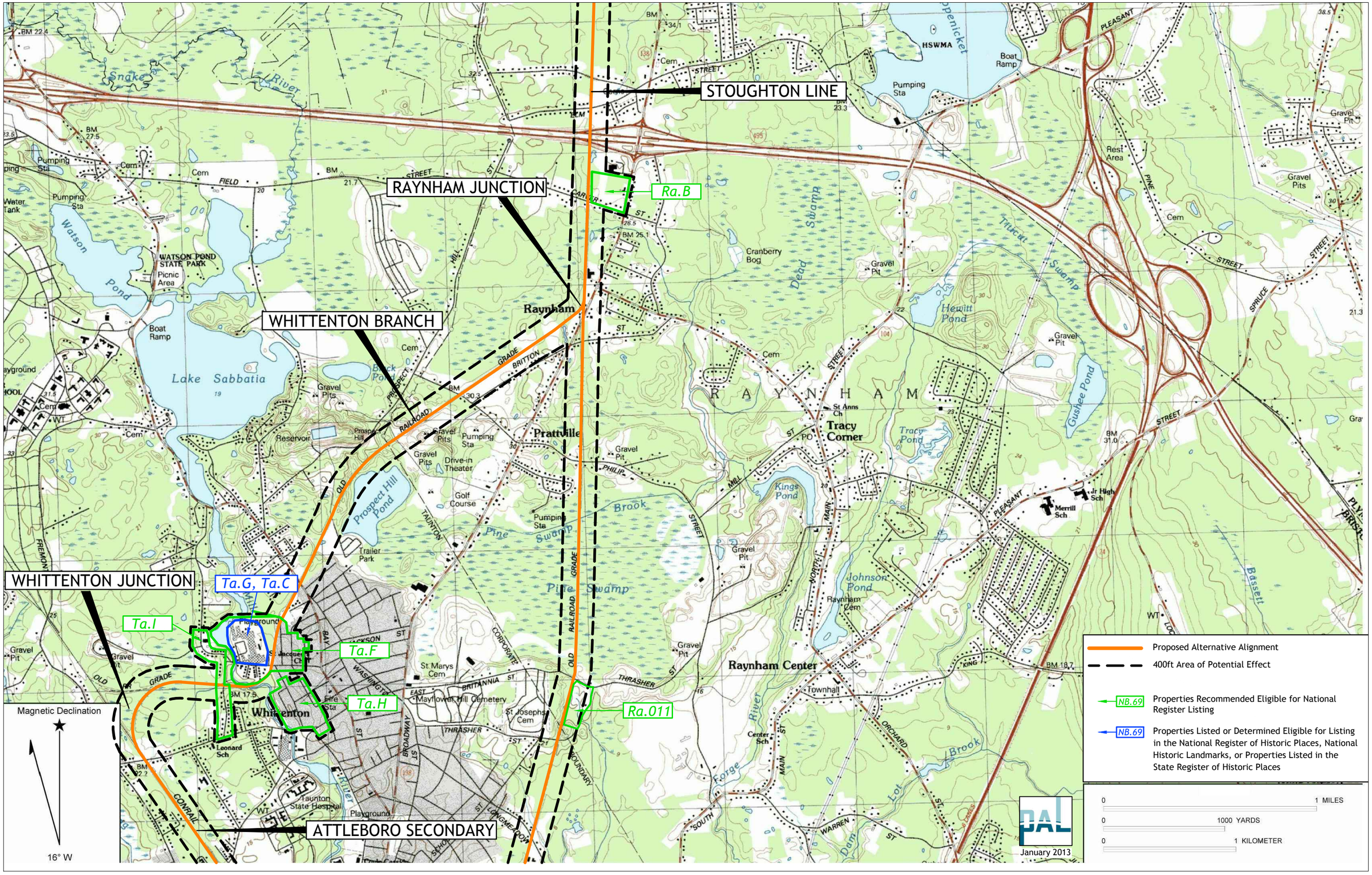
Appendix B-3. National/State Register listed, determined eligible, and recommended eligible historic properties.



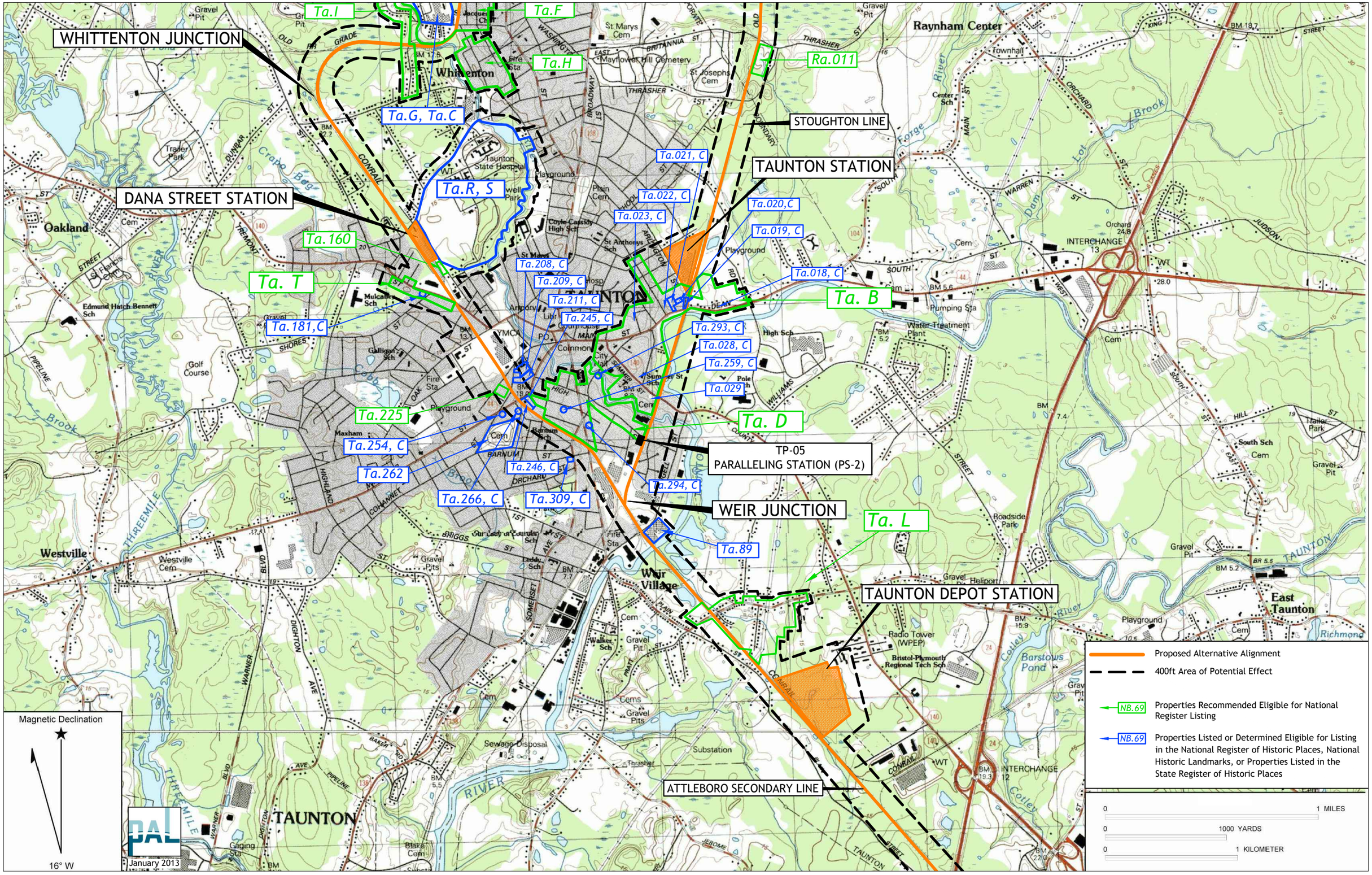
Appendix B-4. National/State Register listed, determined eligible, and recommended eligible historic properties.



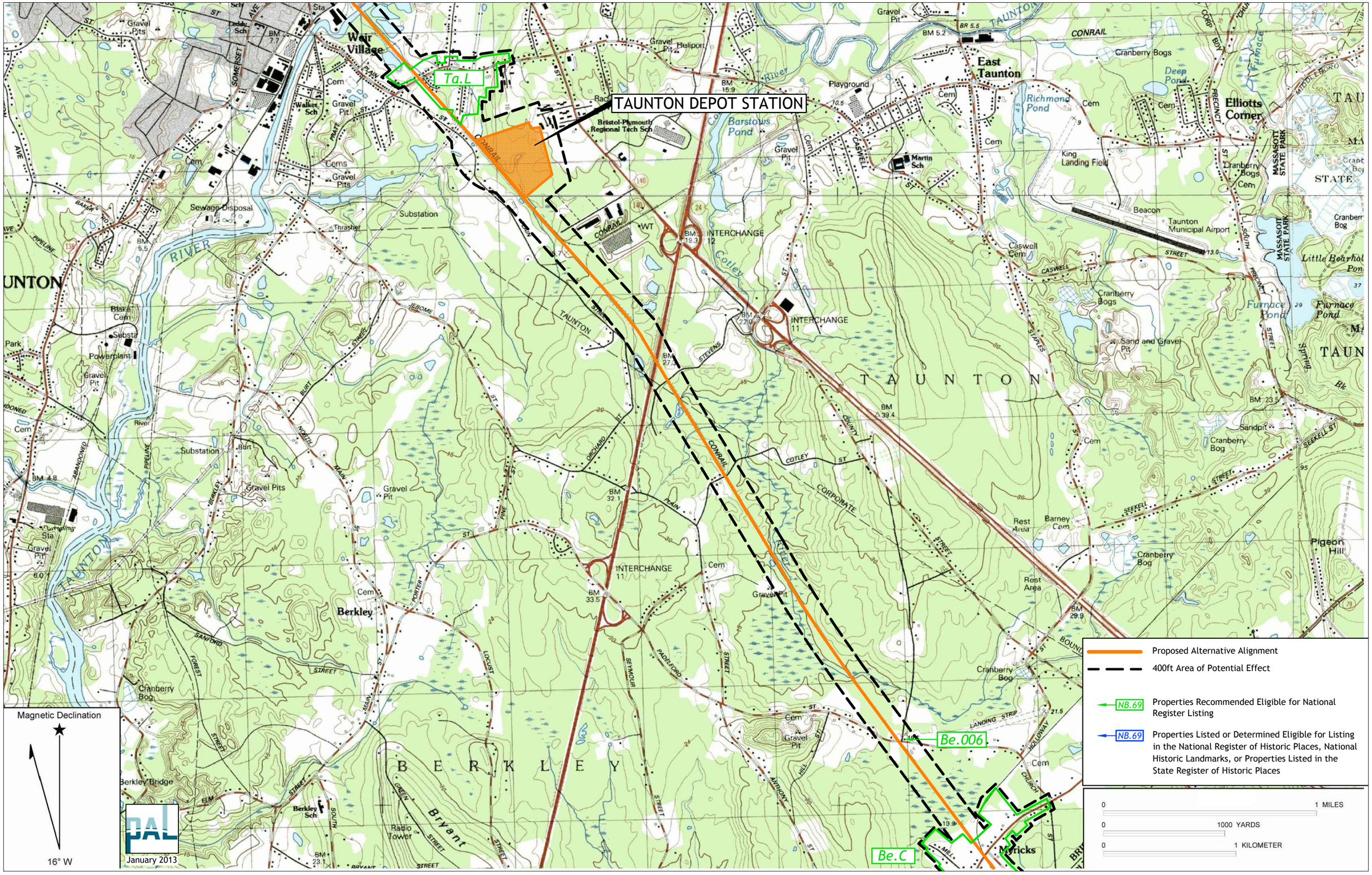
Appendix B-5. National/State Register listed, determined eligible, and recommended eligible historic properties.



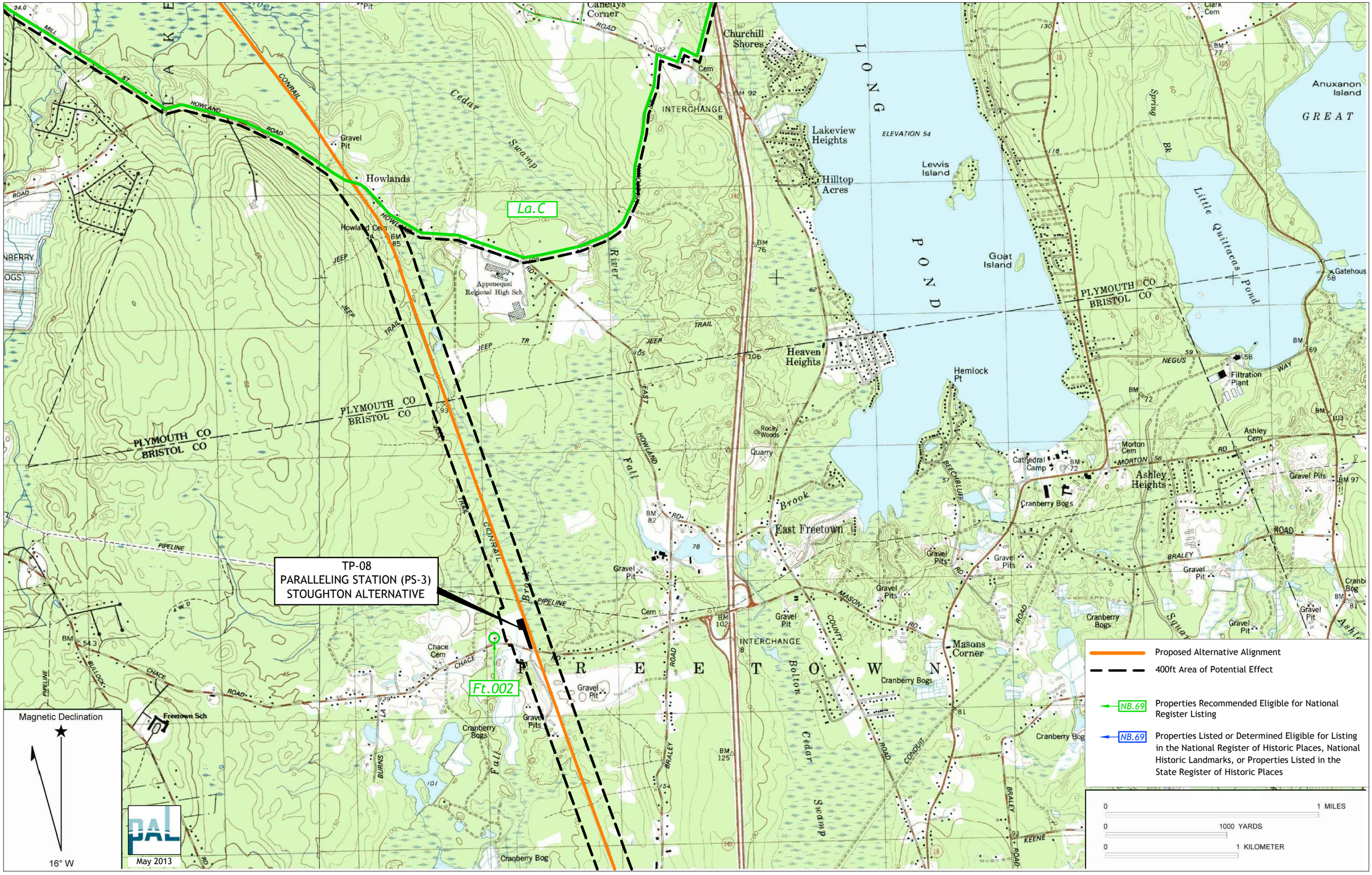
Appendix B-6. National/State Register listed, determined eligible, and recommended eligible historic properties.



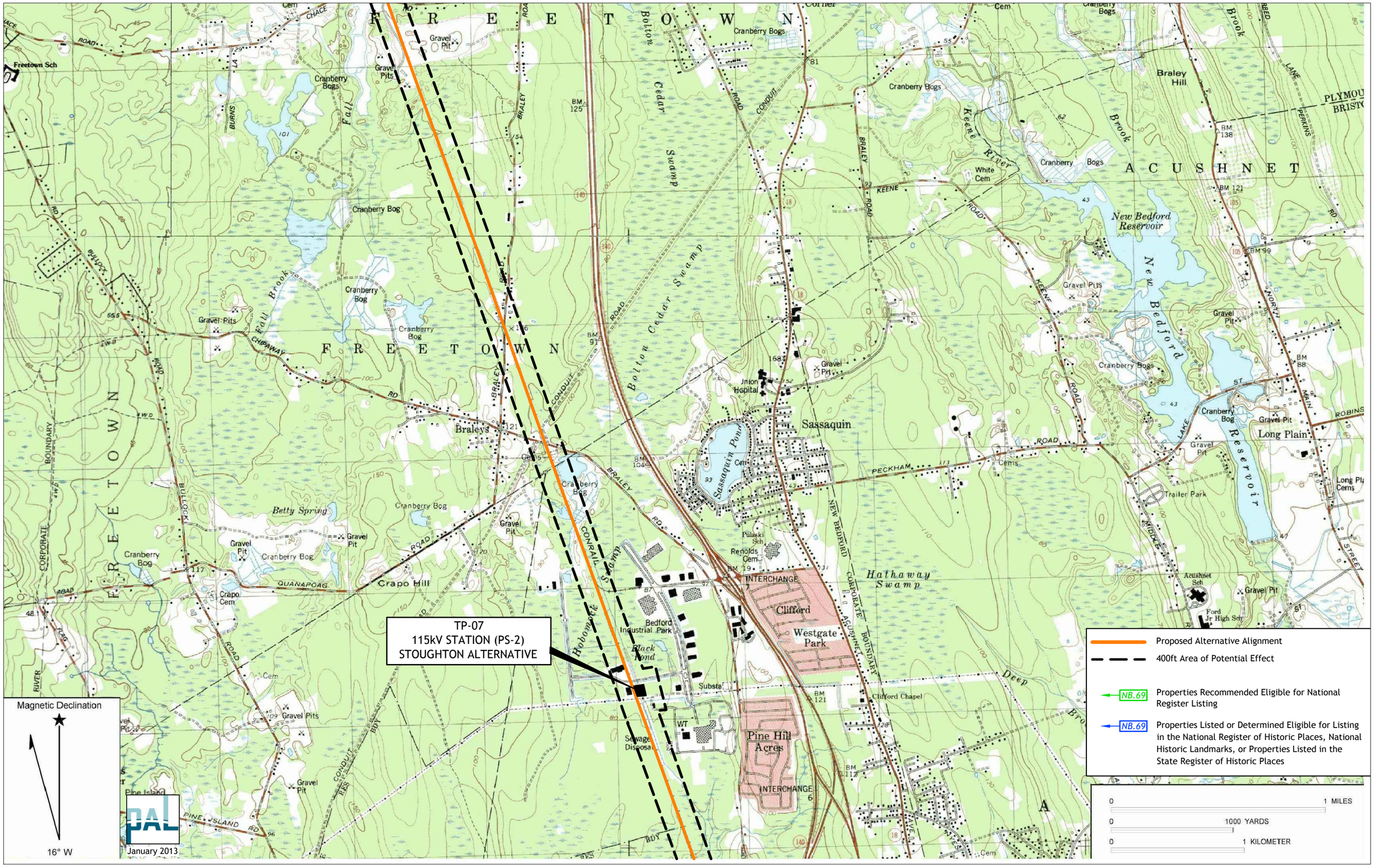
Appendix B-7. National/State Register listed, determined eligible, and recommended eligible historic properties.



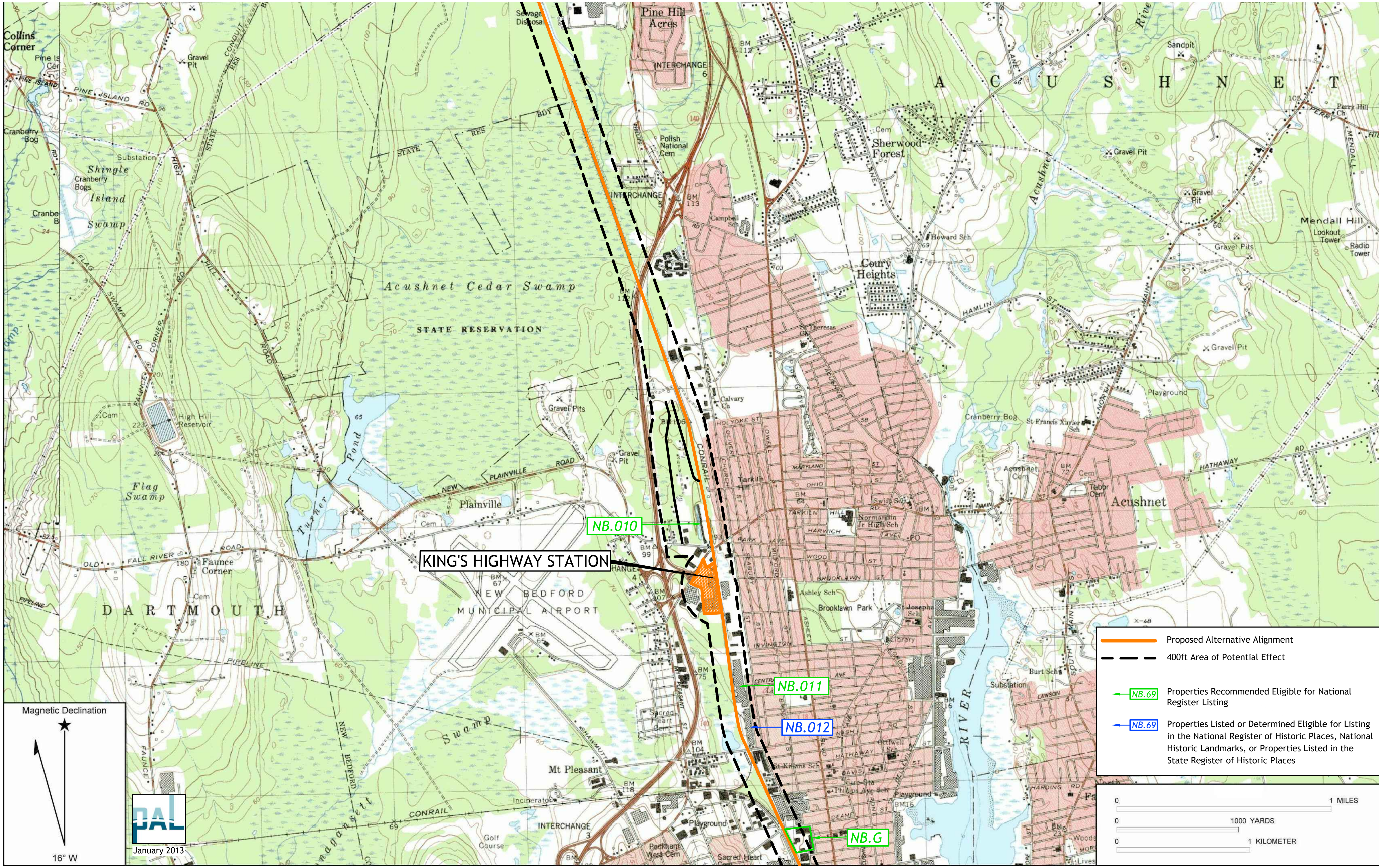
Appendix B-8. National/State Register listed, determined eligible, and recommended eligible historic properties.



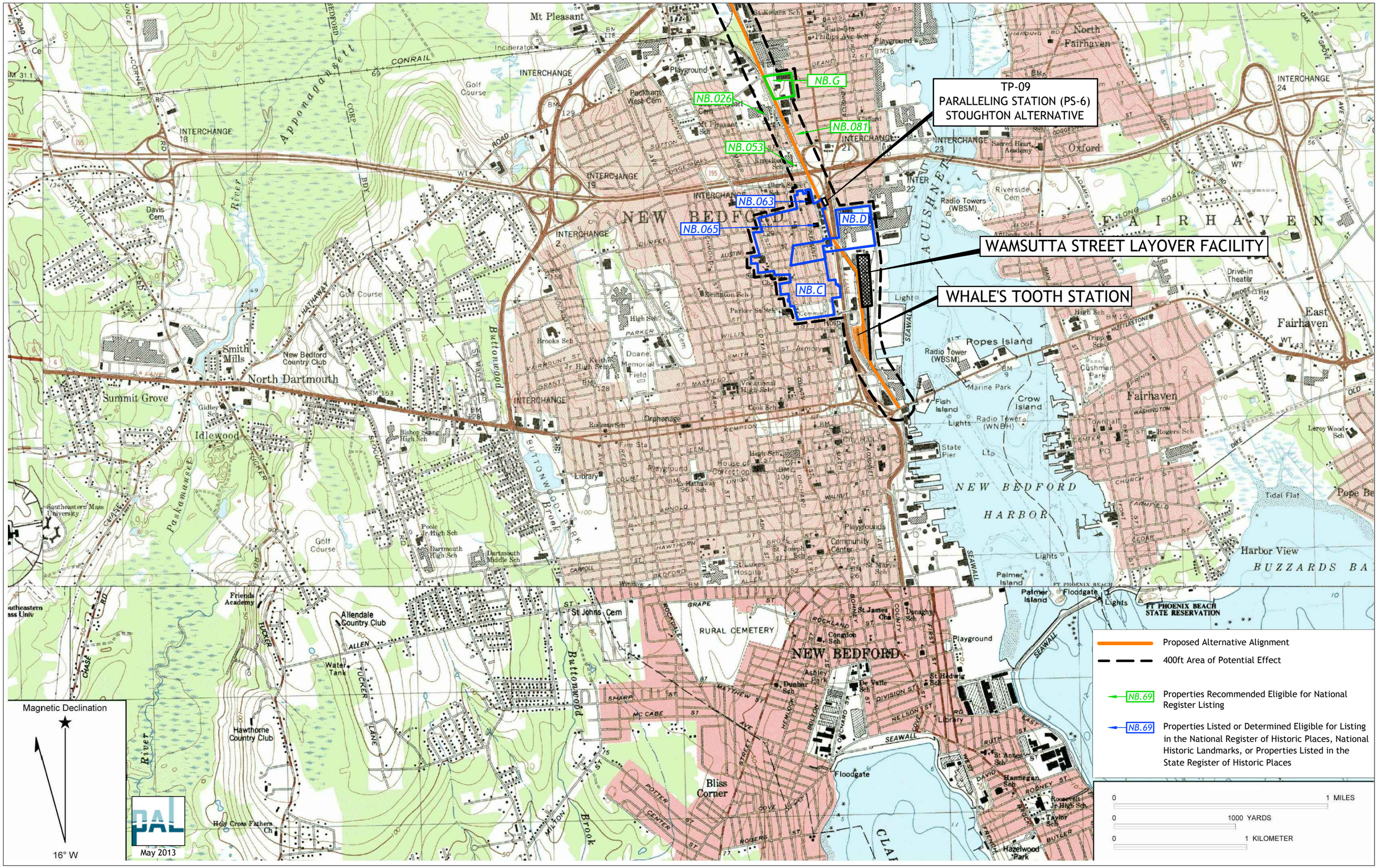
Appendix B-9. National/State Register listed, determined eligible, and recommended eligible historic properties.



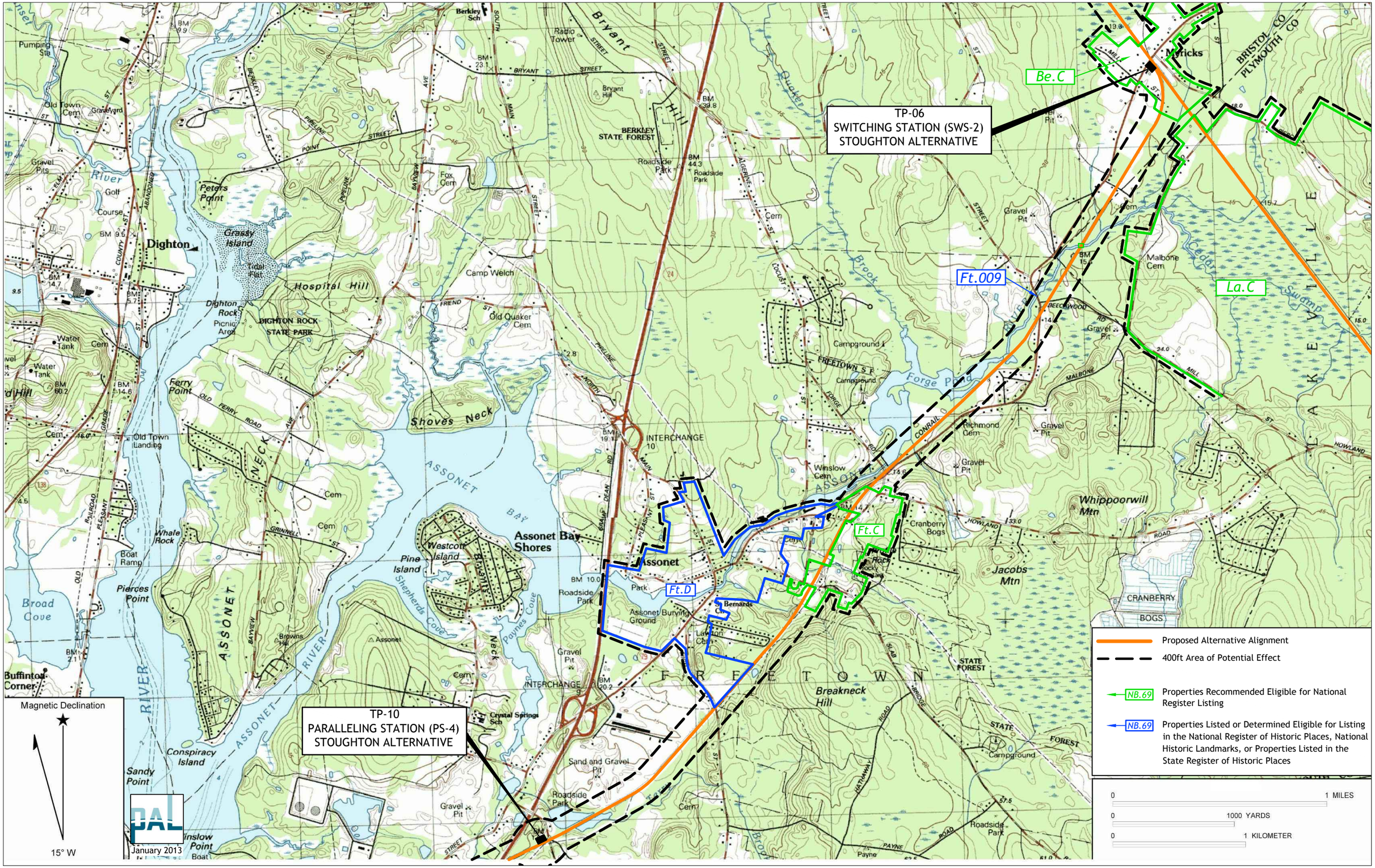
Appendix B-10. National/State Register listed, determined eligible, and recommended eligible historic properties.



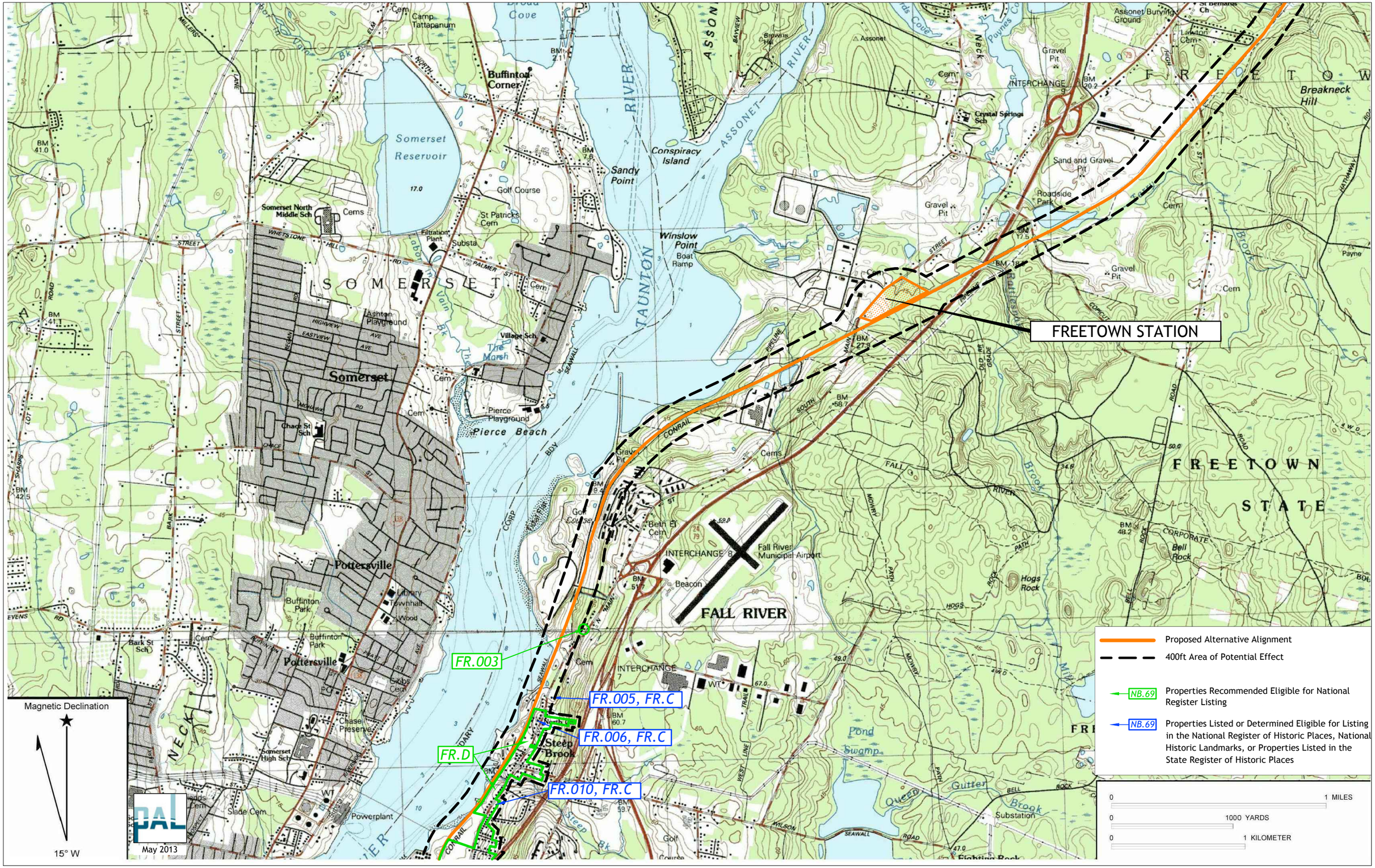
Appendix B-11. National/State Register listed, determined eligible, and recommended eligible historic properties.



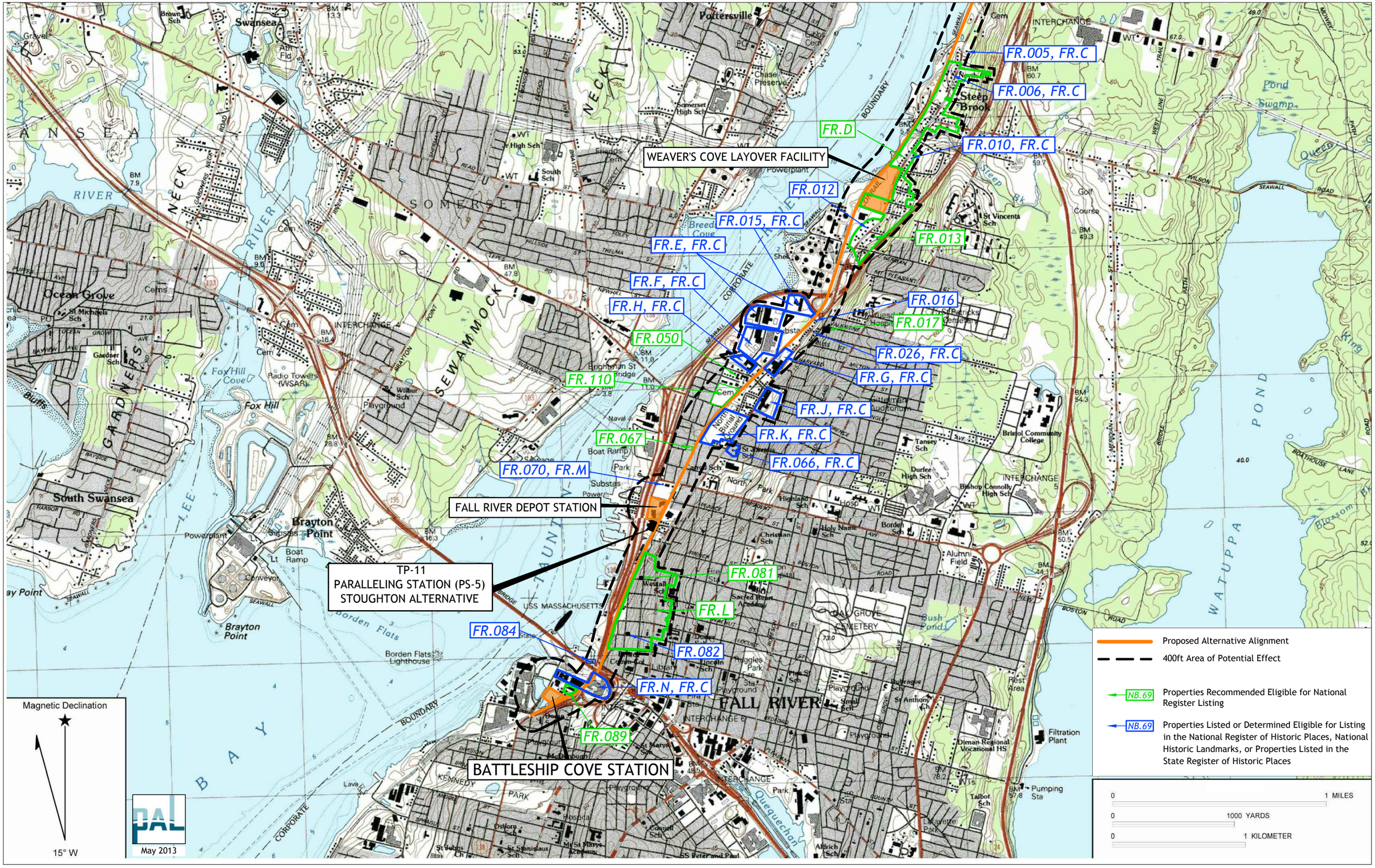
Appendix B-12. National/State Register listed, determined eligible, and recommended eligible historic properties.



Appendix B-13. 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.

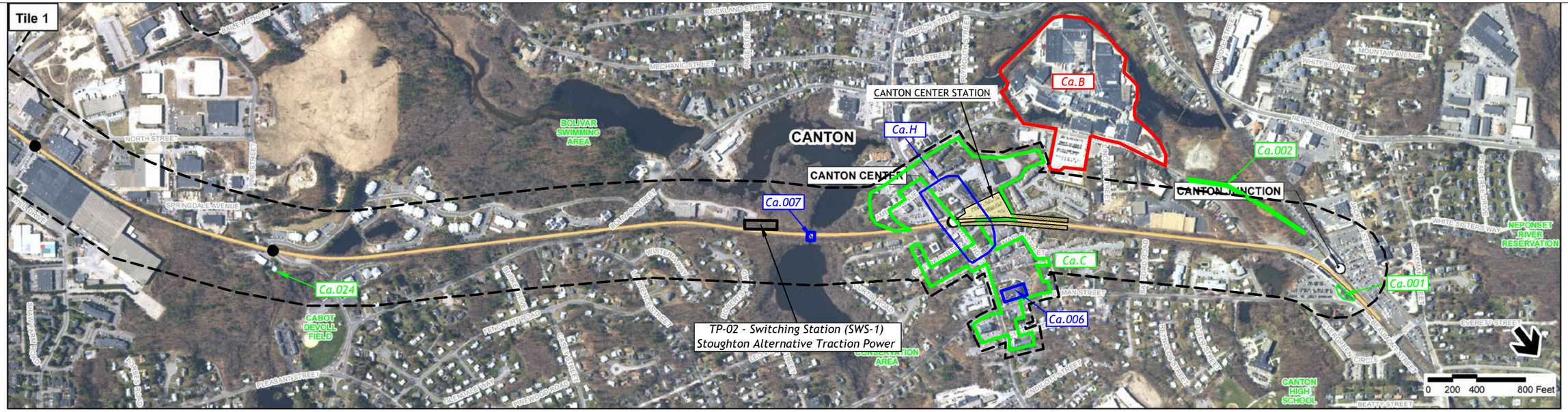


Appendix B-15. National/State Register listed, determined eligible, and recommended eligible historic properties.

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

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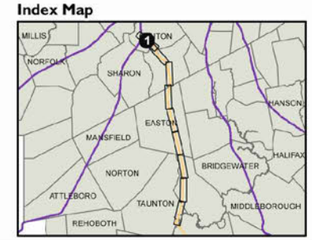

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SOUTH COAST RAIL

Weir Junction to Canton Junction
Stoughton Line

PAL

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

Appendix C-1. Historic Intensive Survey.

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Legend

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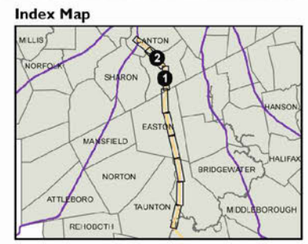

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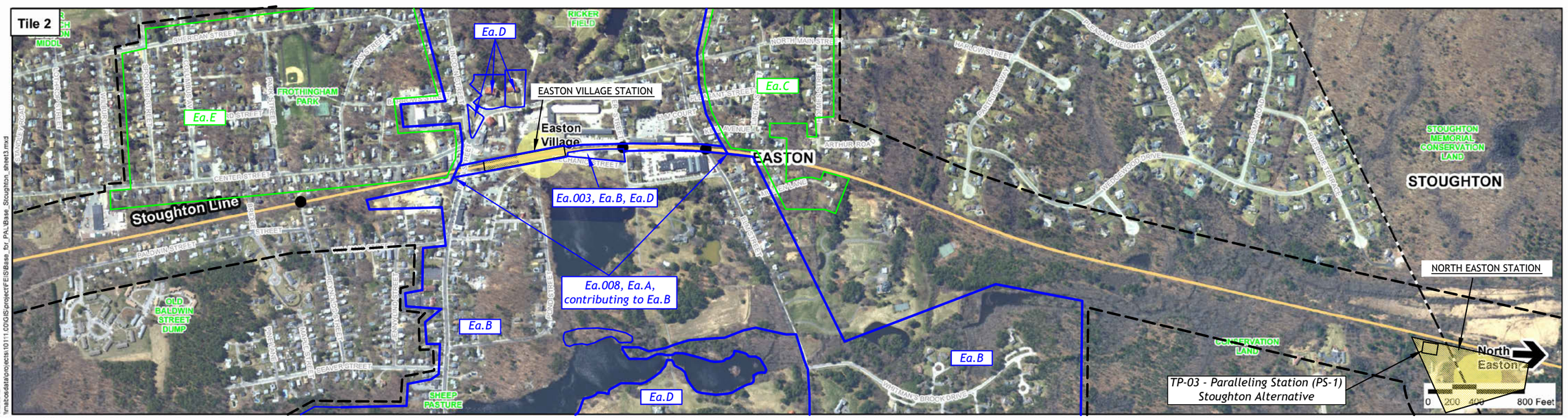
SOUTH COAST RAIL

Weir Junction to Canton Junction
Stoughton Line

PAL

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

Appendix C-2. Historic Intensive Survey.



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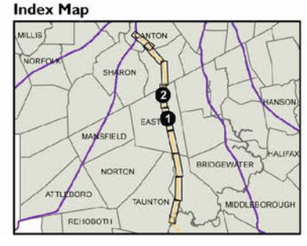

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SOUTH COAST RAIL

Weir Junction to Canton Junction
Stoughton Line

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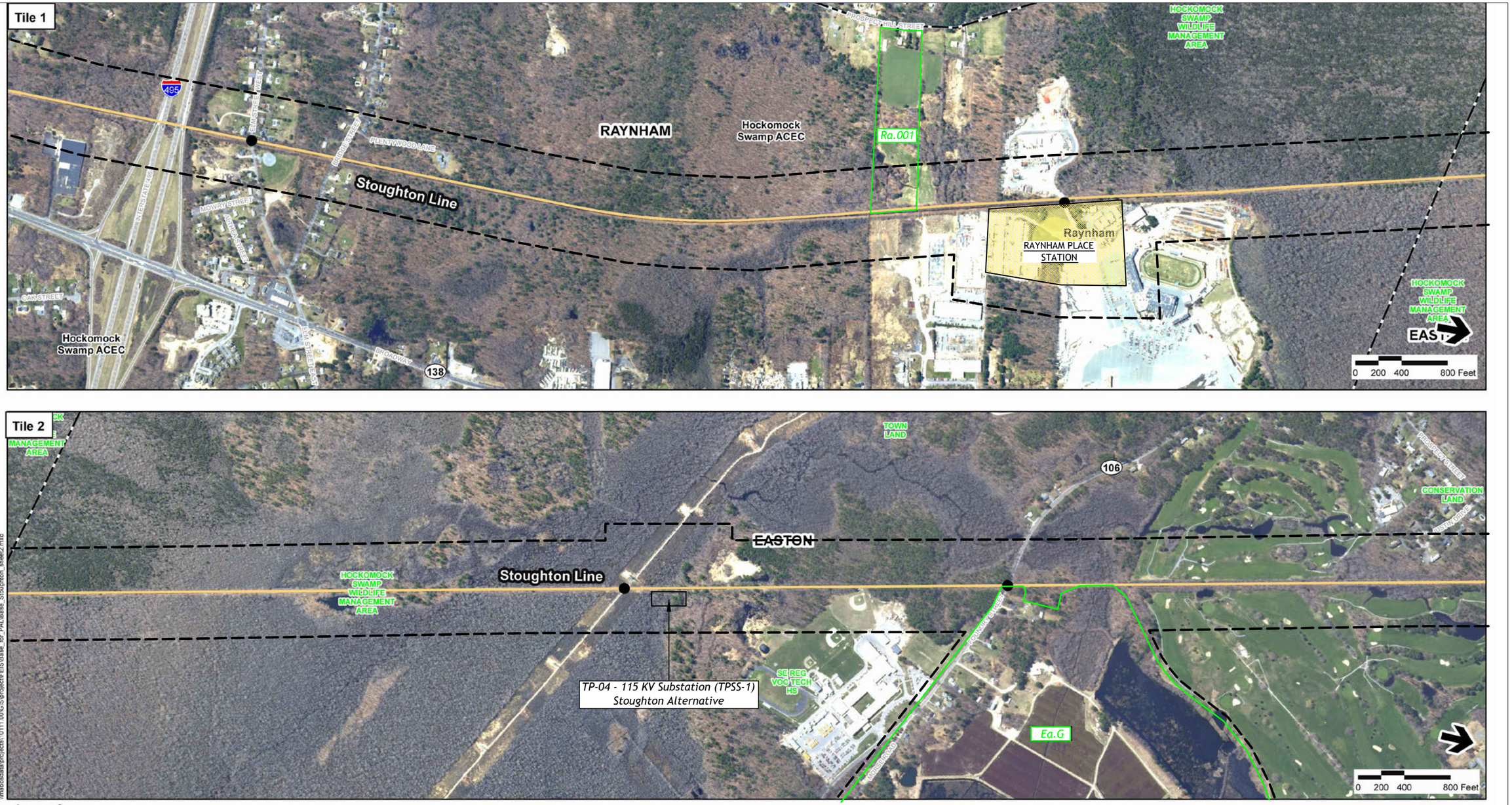
Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL May 2013



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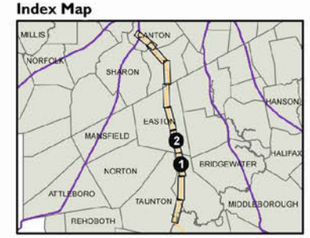

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SOUTH COAST RAIL

Weir Junction to Canton Junction
Stoughton Line

PAL

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

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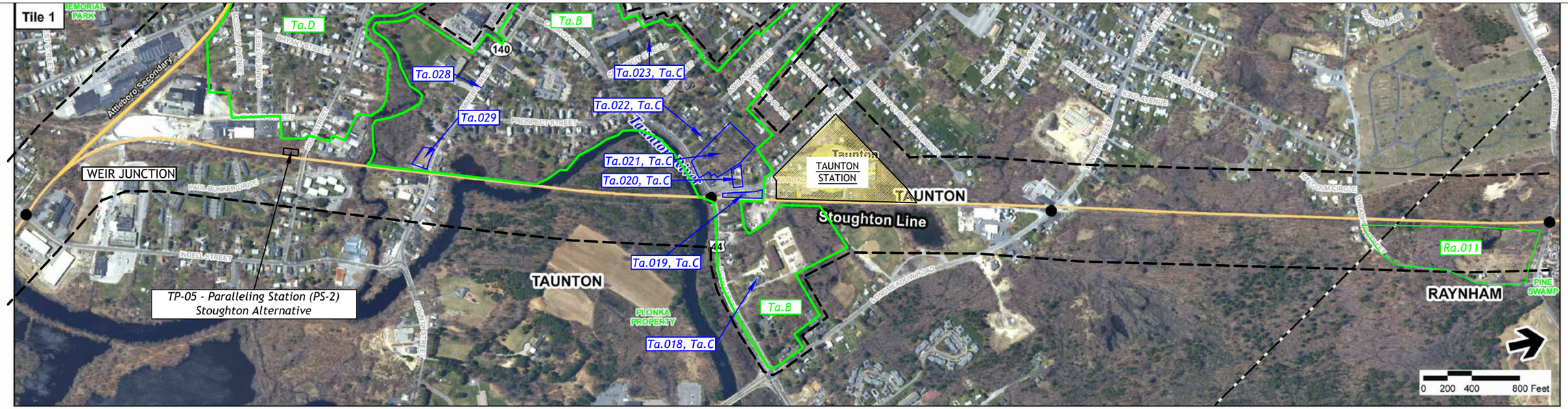

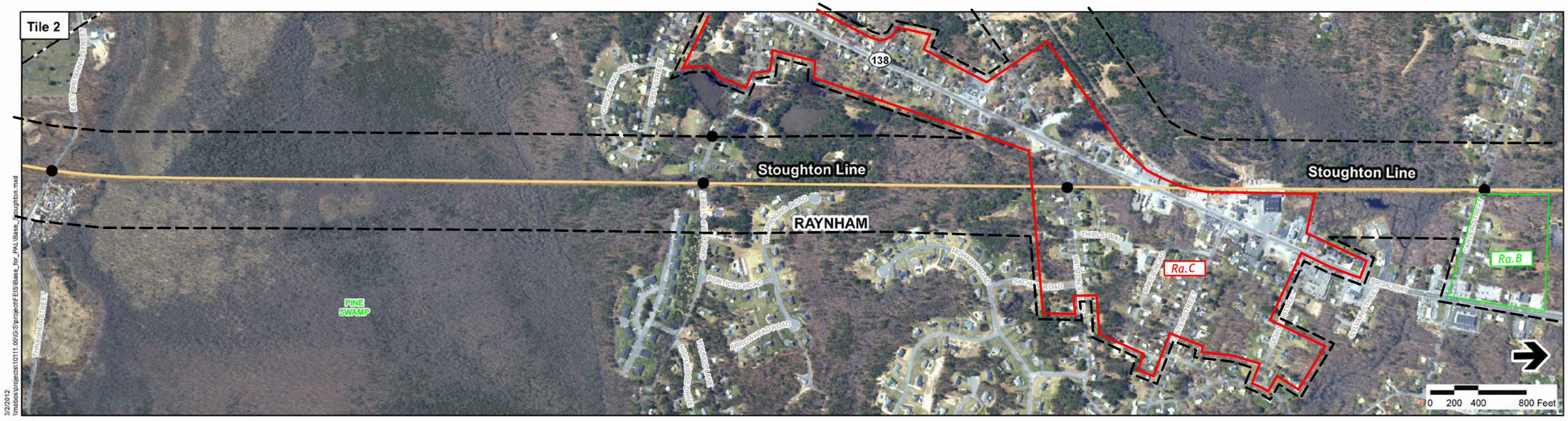

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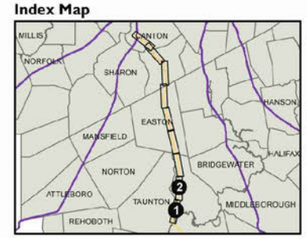

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SOUTH COAST RAIL

Weir Junction to Canton Junction
Stoughton Line

PAL

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

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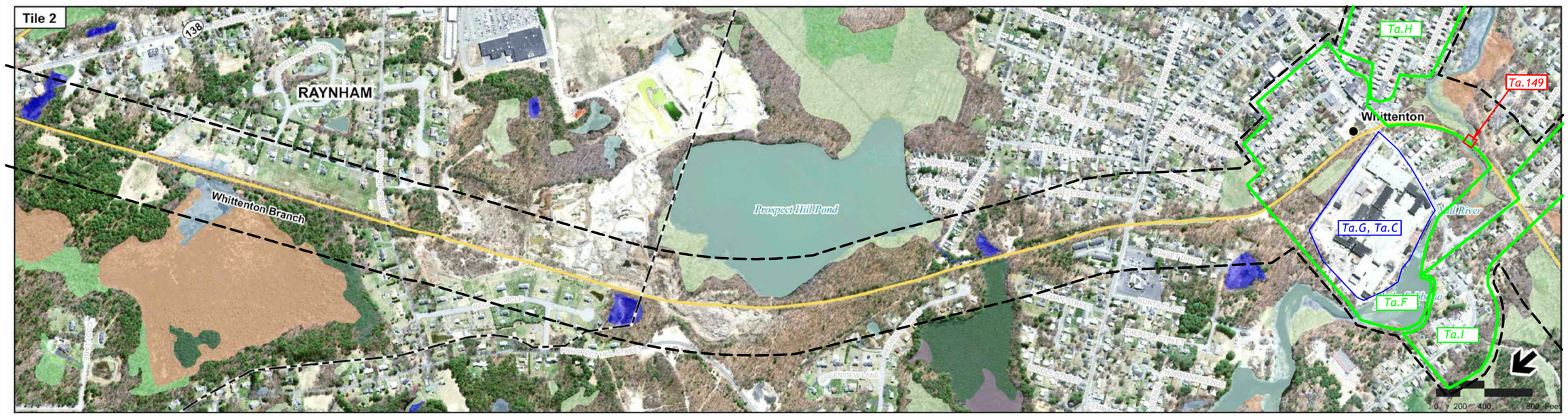
Appendix C-5. Historic Intensive Survey.



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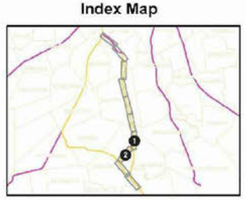

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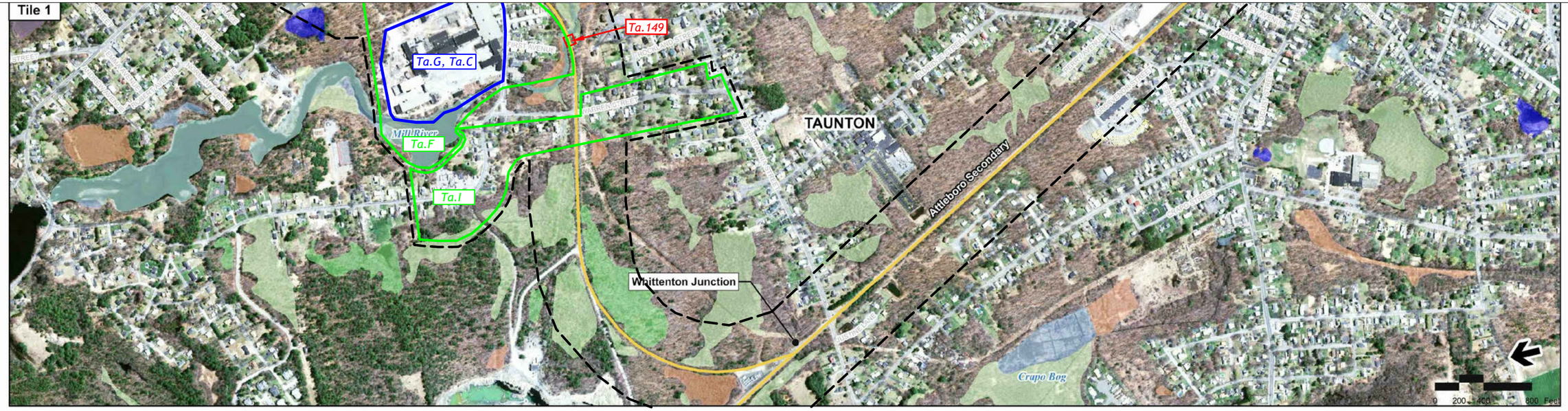
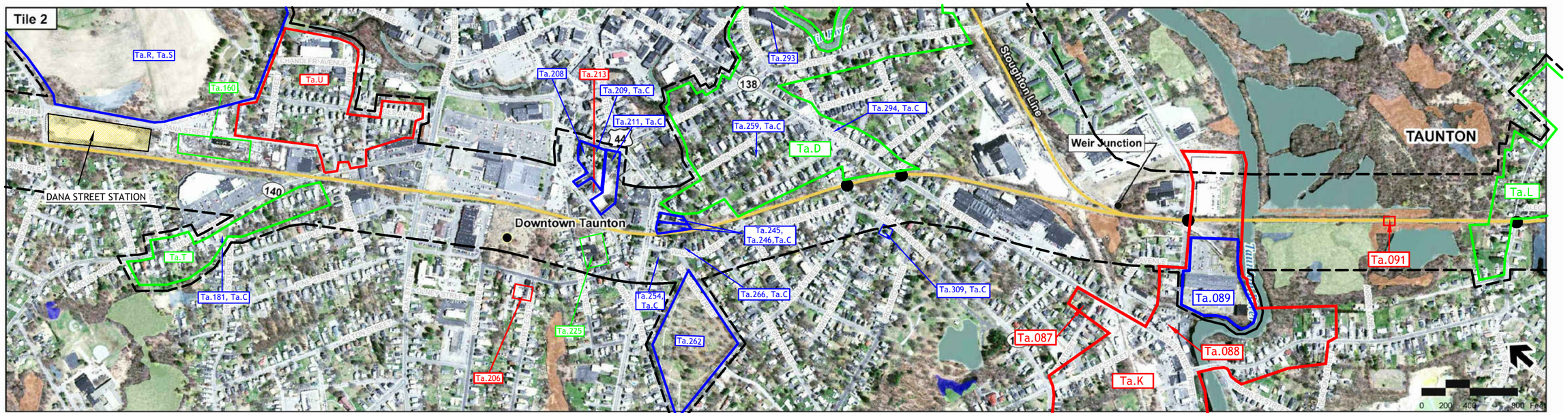
SOUTH COAST RAIL

Whittenton Branch

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

Appendix C-6. Historic Intensive Survey.





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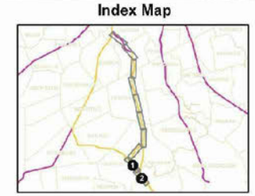

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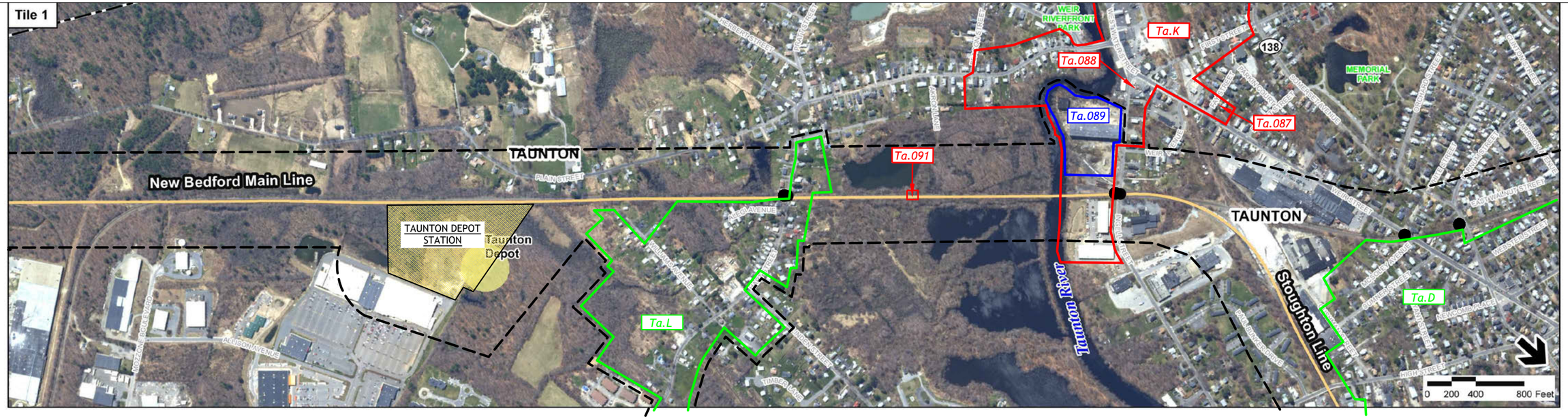
SOUTH COAST RAIL

Whittenton Branch

PAL

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

Appendix C-7. Historic Intensive Survey.



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Legend

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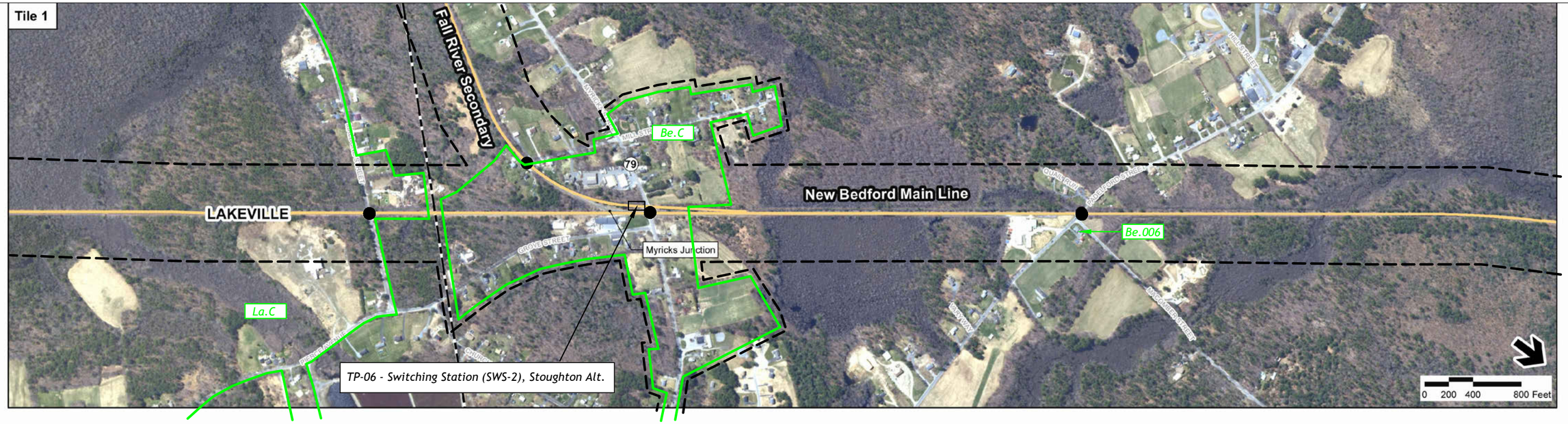
Moving Massachusetts Forward massDOT

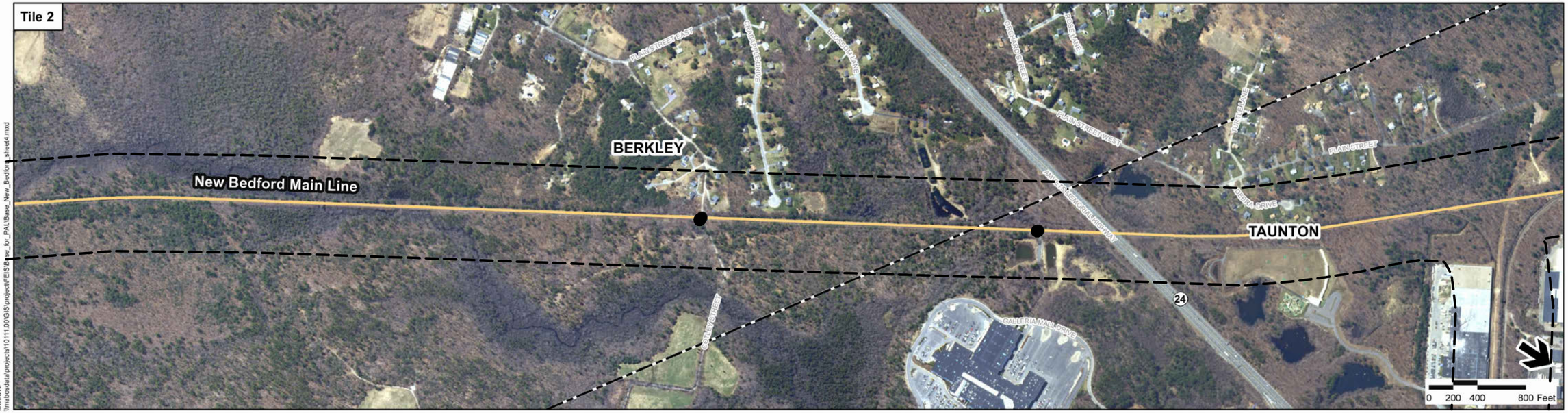
SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

PAL

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





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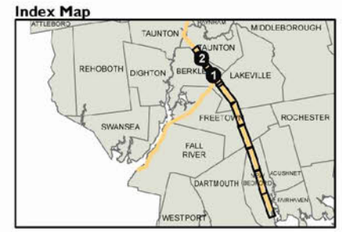

massDOT — Moving Massachusetts Forward.

SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

PAL

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

Appendix C-9. Historic Intensive Survey.

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Legend

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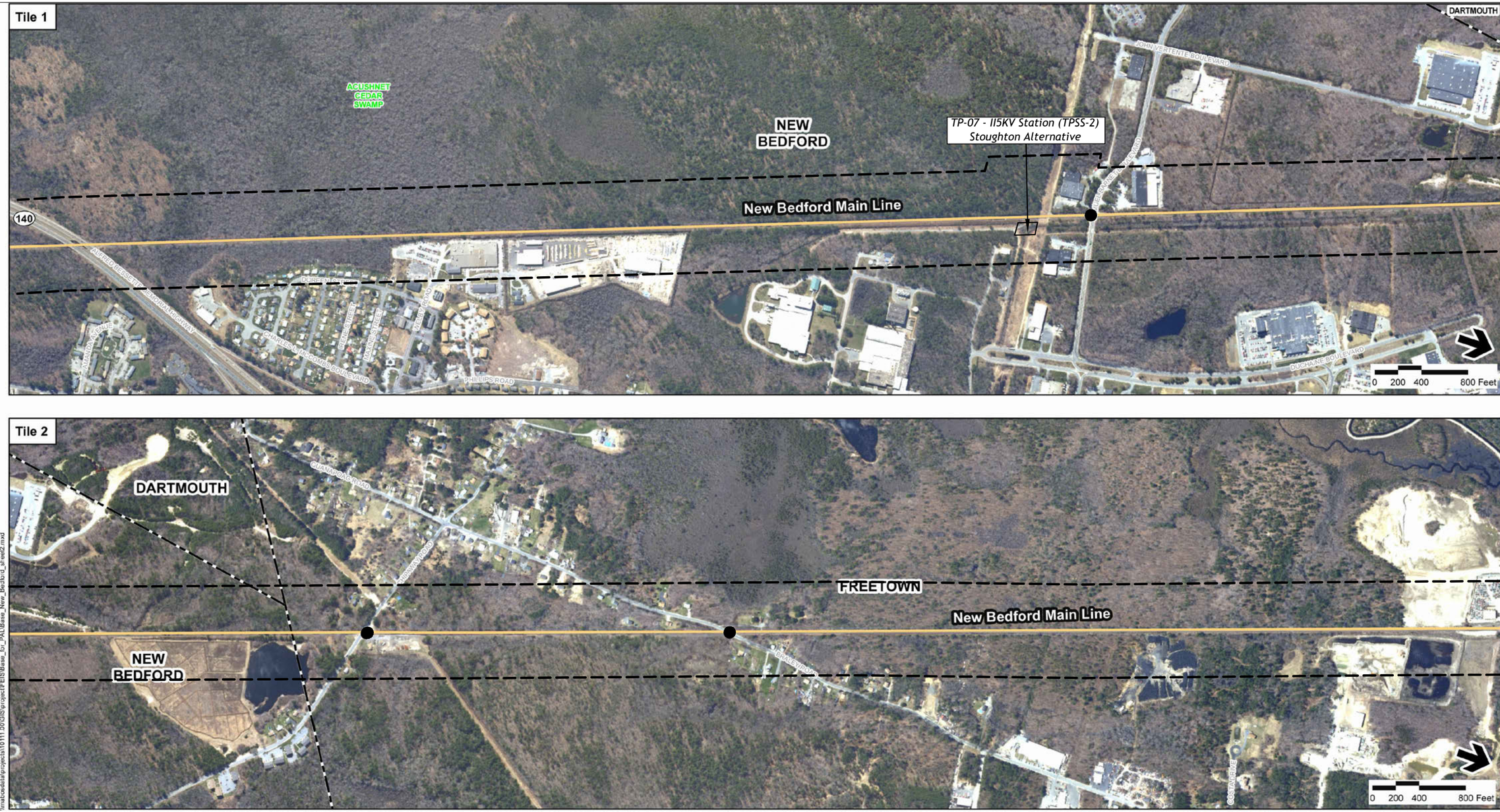
SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

PAL

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

Appendix C-10. Historic Intensive Survey.



3/5/2012
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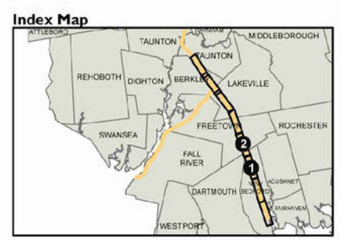
Legend

- 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
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)

Index Map



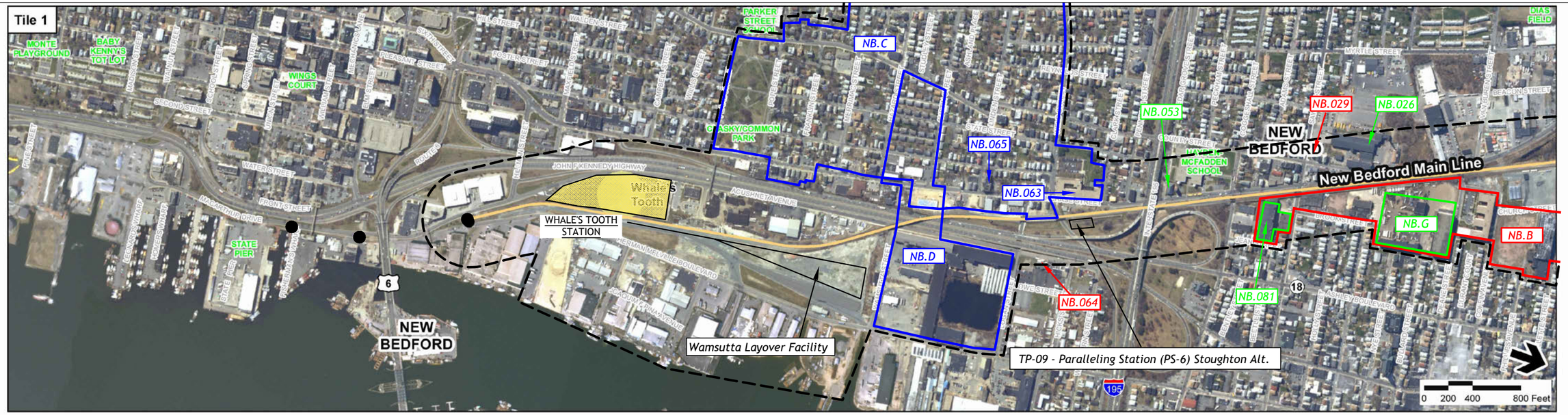
Moving Massachusetts Forward. massDOT

SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

PAL

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



Legend

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

Moving Massachusetts Forward. massDOT

SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

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

Appendix C-12. Historic Intensive Survey.

3/5/2012
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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
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Index Map

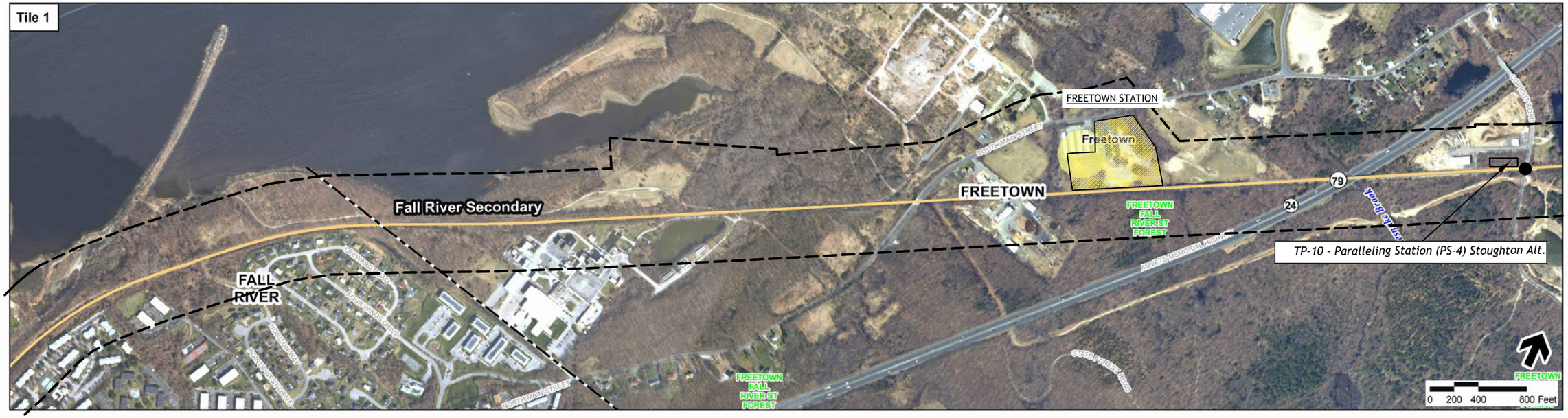
Moving Massachusetts Forward massDOT

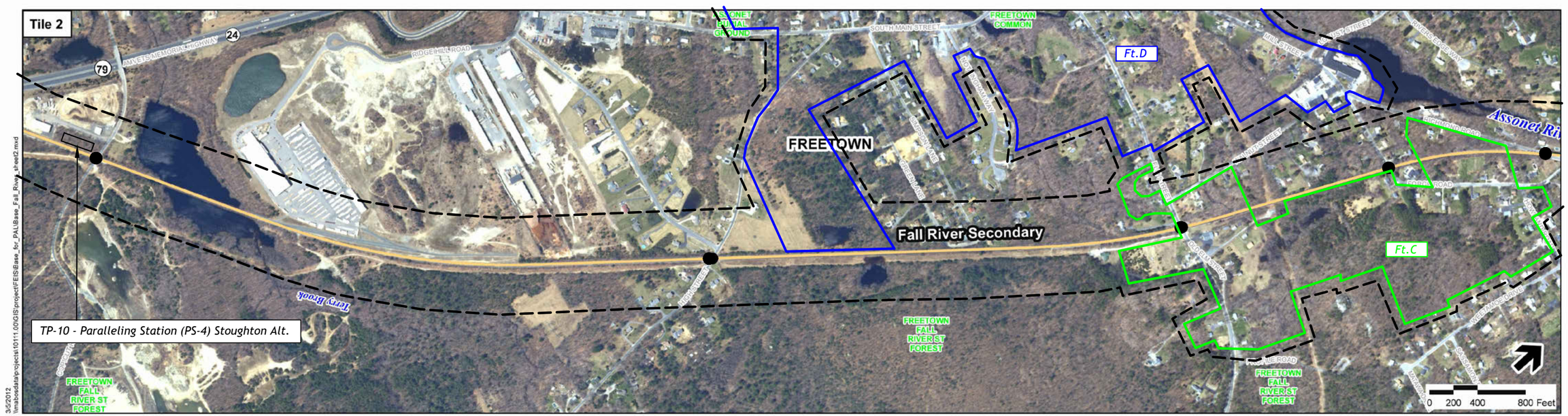
SOUTH COAST RAIL

Fall River Secondary to Myricks Junction

PAL

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





3/5/2012
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Legend

- Proposed Rail Alternative
- Grade Crossings
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- Existing Layover Facilities
- MBTA Commuter Rail Station
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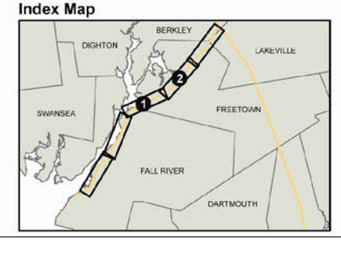
Index Map



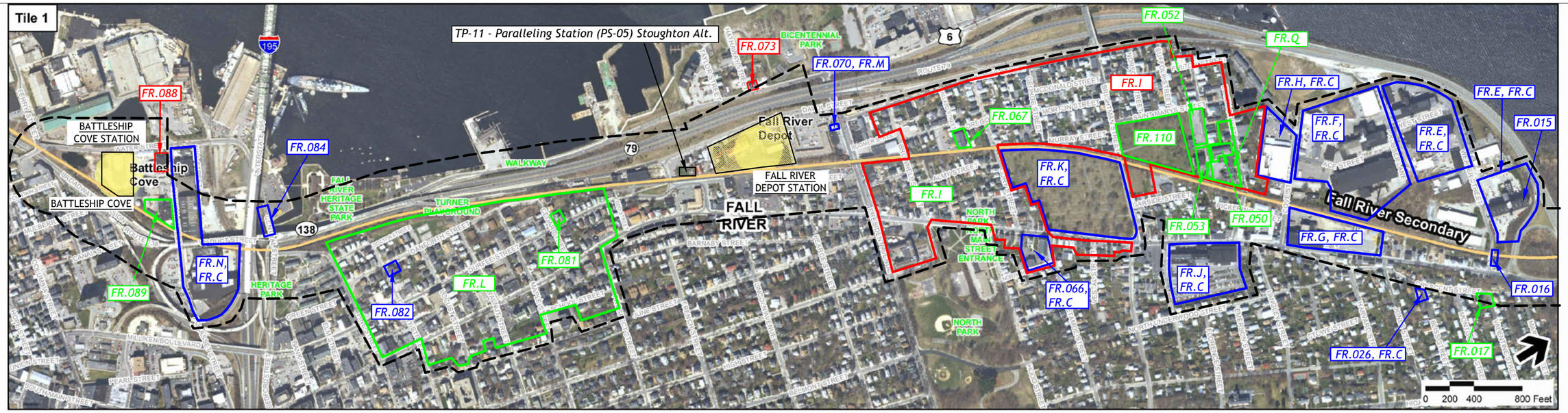
Moving Massachusetts Forward. massDOT

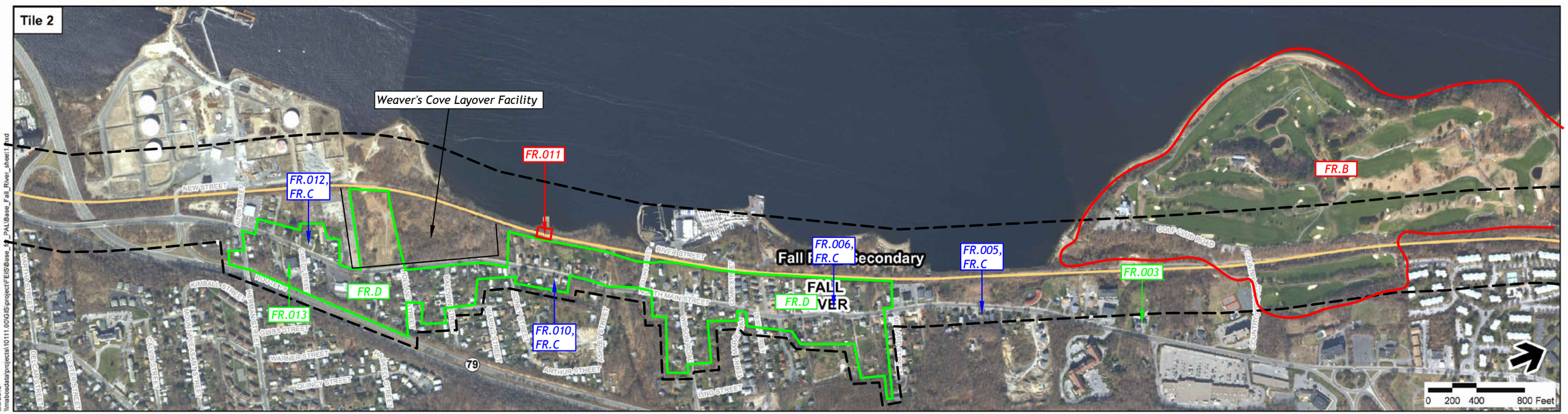
SOUTH COAST RAIL

Fall River Secondary to Myricks Junction

PAL

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





Legend

- Proposed Rail Alternative
- Grade Crossings
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- Existing Layover Facilities
- MBTA Commuter Rail Station
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Index Map

massDOT — SOUTH COAST RAIL

Fall River Secondary to Myricks Junction

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
	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):*

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.

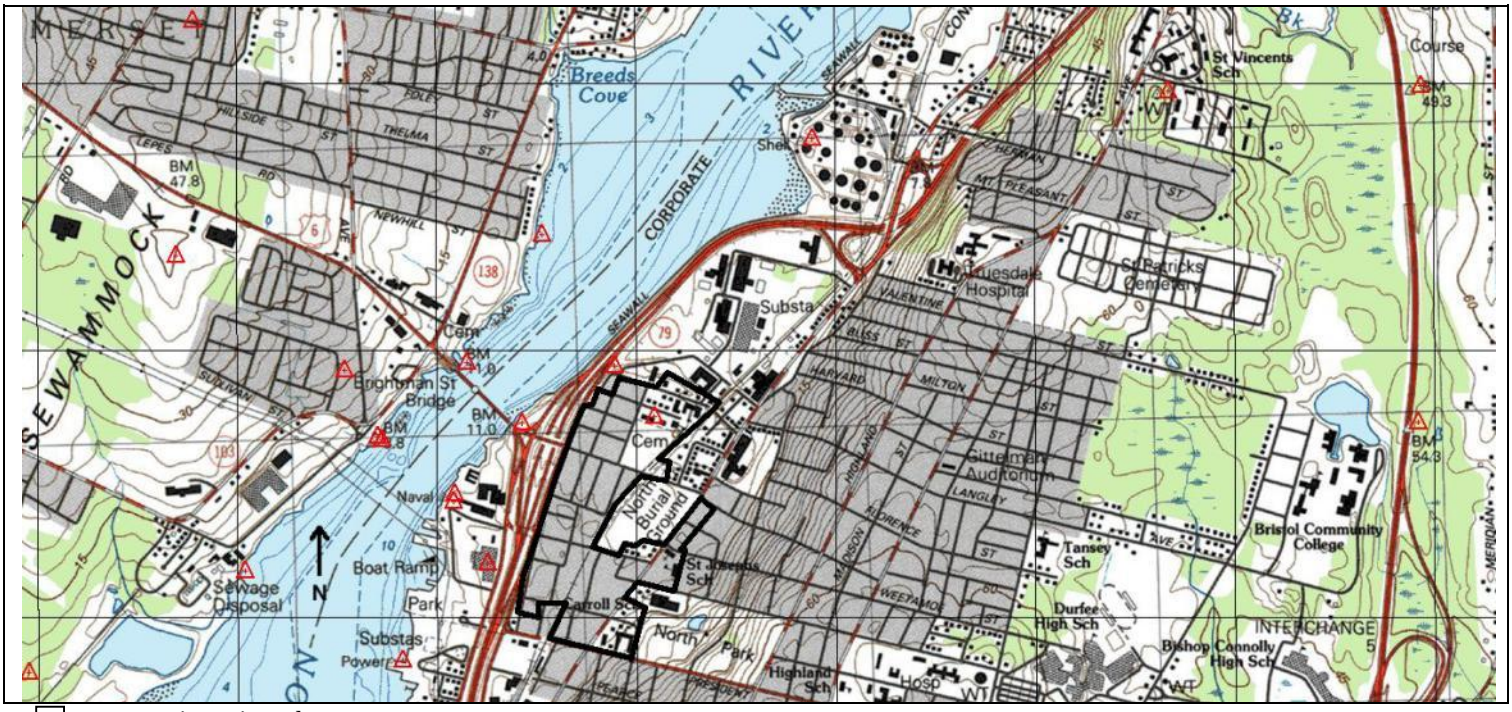
Acreage: Approx. 85

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

Organization: PAL

Date *(month/year):* December, 2012
Revised, April 2013

Locus Map



☐ *see continuation sheet*

☐ 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.

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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AREA DATA SHEET

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

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

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	226Brightman 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

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

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

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

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

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

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

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

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

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

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

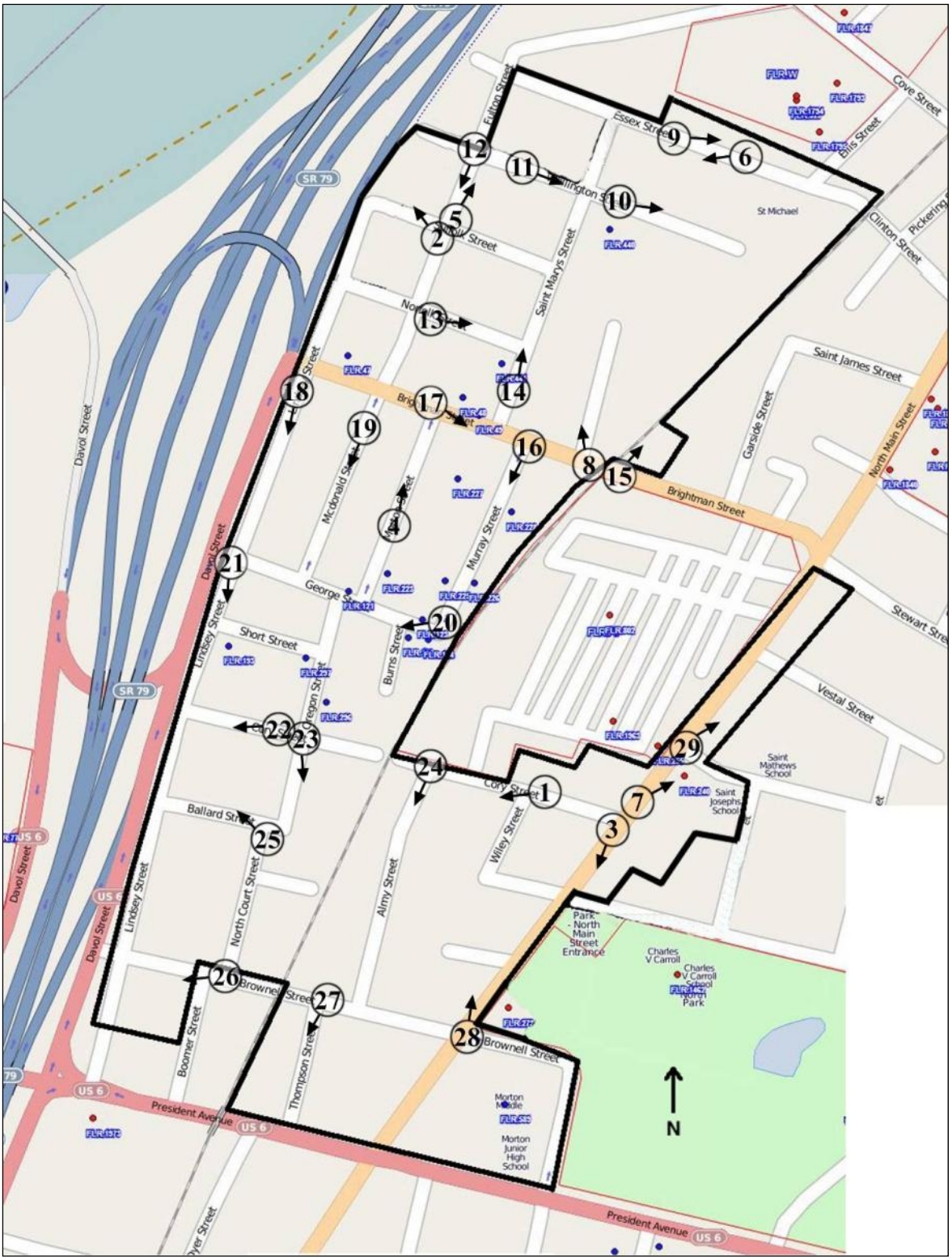
MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
	Commercial Building	290 President Avenue	ca. 1950	Vernacular		NC
FLR.589	Morton, James Madison Jr. High School	(376-) 400 President Avenue	1923	English Revival		Demolished
	Residential	25 Railroad Avenue	ca. 1890	Vernacular		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

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

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

KEY TO PHOTOGRAPHS



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.

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.

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.

8. Saint John's Cemetery, Brightman Street, view looking north.

9. 200 and 216 Essex Street (l-r), view looking east.

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.

12. 117 and 129 (r-l) Fulton Street, view looking south.

13. 60, 68, and 90 Norfolk Street (l-r), view looking east.

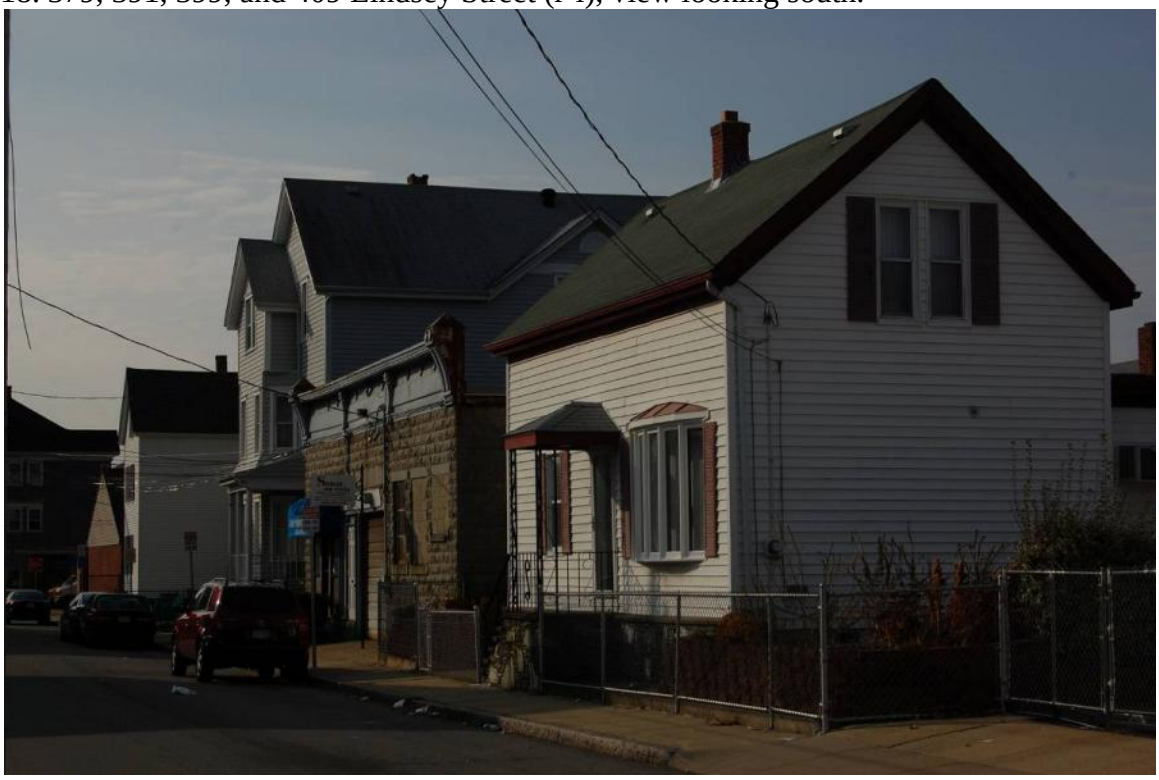
14. 22 and 36 Saint Mary's Street (l-r), view looking northeast.

15. Oak Tree Burial Ground, Brighton Street, view looking east.

16. 90 Murray Street, view looking southwest.

17. Corner of Brightman and Morton streets, view looking southeast.

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.

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.

22. 101, 113, and 123 Cory Street (r-l), view looking west.

23. 7, 21, and 45 Oregon Street (r-l), view looking south.

24. 6, 32, and 56 Almy Street (l-r), view looking southwest.

25. Ballard Street, view looking northwest.

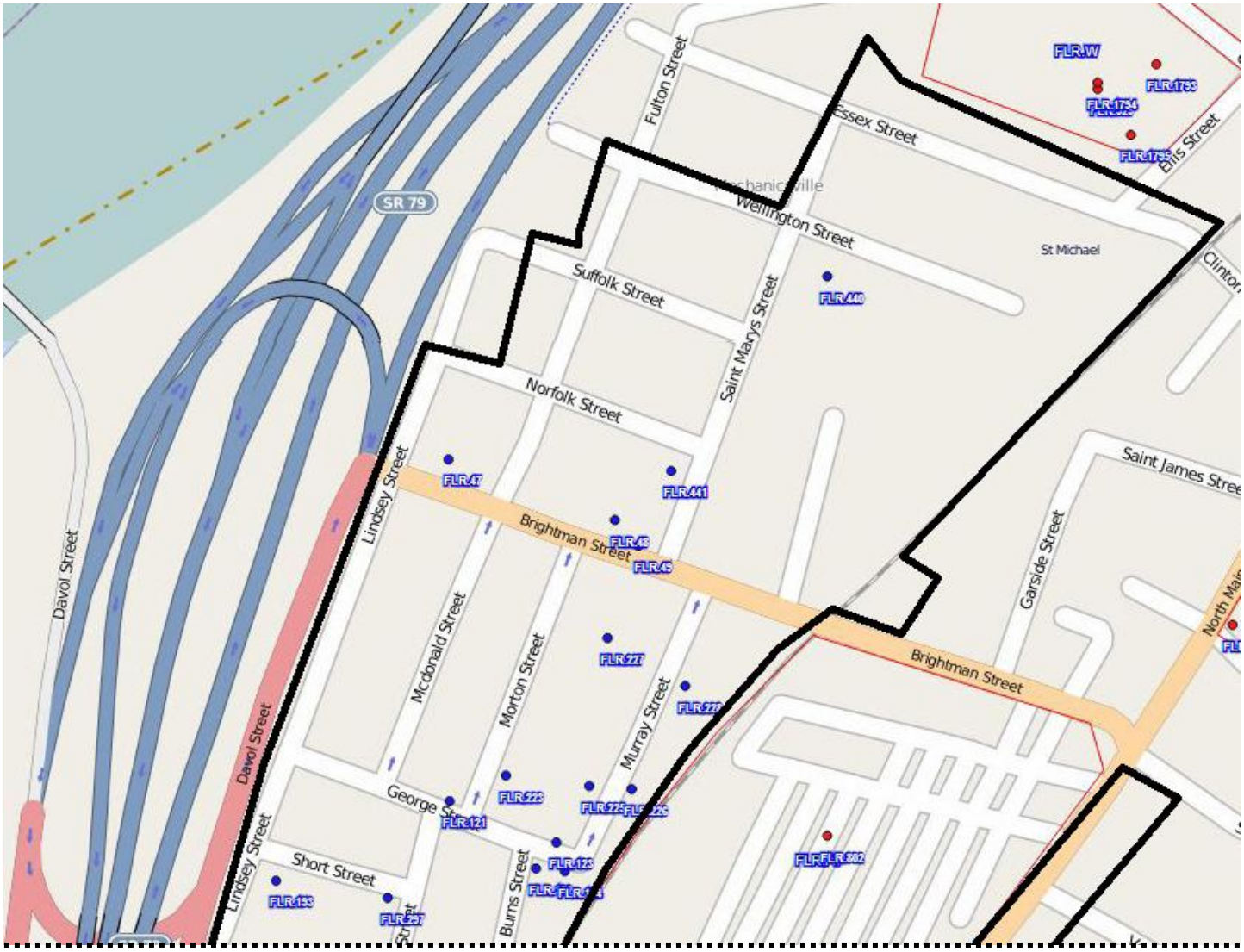
26. Corner of Brownell and Boomer streets, view looking west.

27. 44 and 56 Thompson Street (l-r), view looking southwest.

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.

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.

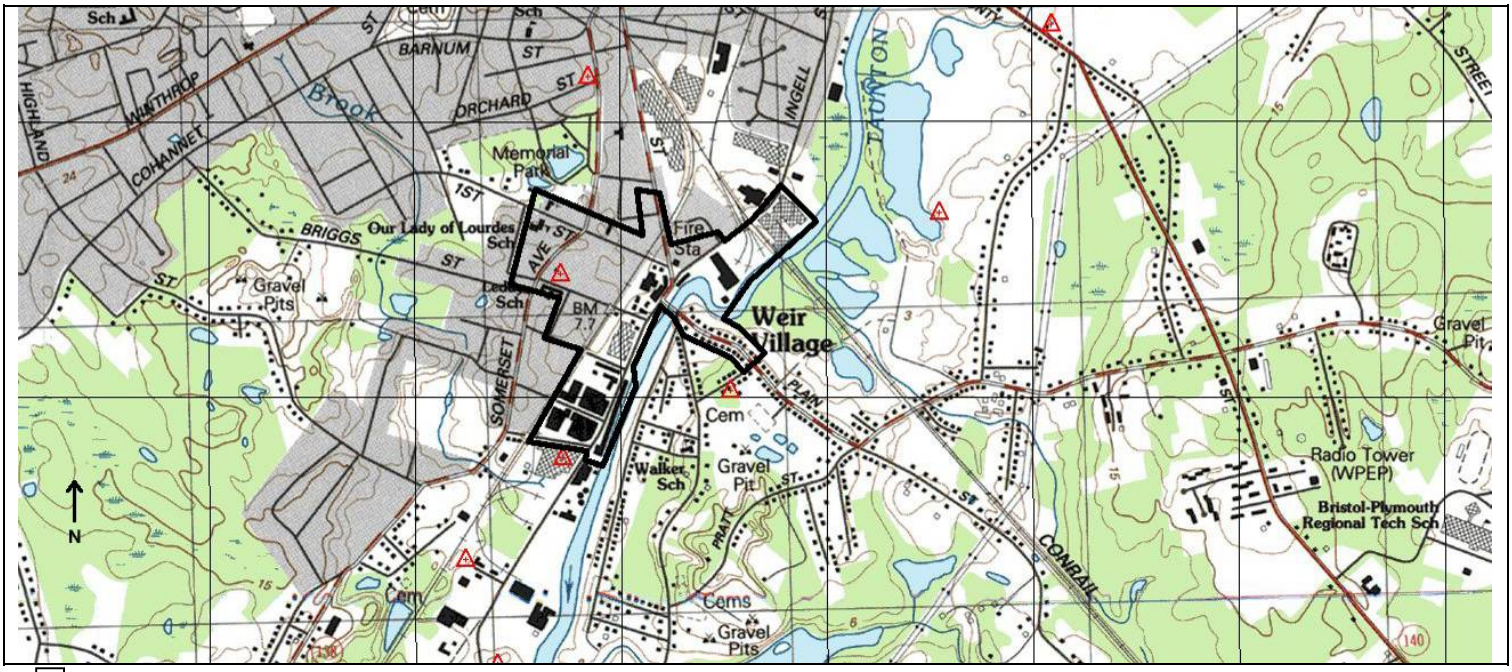
Acreage: Approx. 90

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

Organization: PAL

Date *(month/year):* December, 2012
Revised April, 2013

Locus Map



☐ *see continuation sheet*

☐ 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

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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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

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

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

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

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

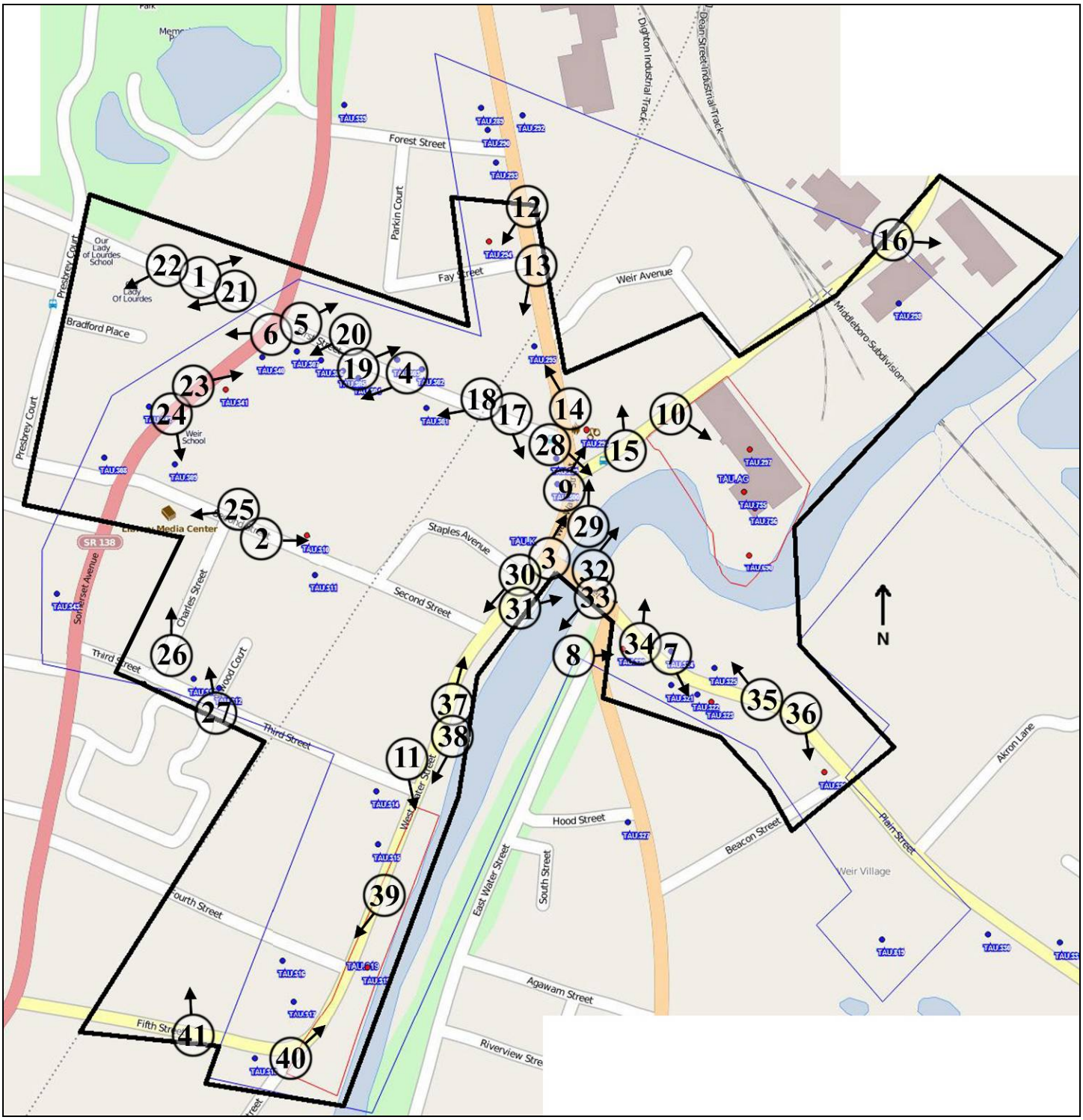
MHC Number	Property Name	Address	Const. Date	Style/Form	Photo Number	Status
TAU.308	Staples House	365 Somerset Avenue	ca. 1865	Italianate; highly altered		C
TAU.312	Porter, B. House	25-27 Third Street	ca. 1845	Greek Revival		Demolished
	Multi-Family Residence	27 Third Street	ca. 1990	Colonial Revival		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

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

PHOTO KEY


Forest Street
Parkin Court
Fay Street
Weir Avenue
Dighton Industrial Track
Dean Street Industrial Track
Middleboro Subdivision
Our Lady of Lourdes School
Presbrey Court
Bradford Place
Weir School
Media Center
SR 138
Somerset Avenue
Staples Avenue
Charles Street
Second Street
Third Street
Hood Court
West Water Street
East Water Street
South Street
Hood Street
Beacon Street
Plain Street
Akron Lane
Weir Village
Fourth Street
Fifth Street
Agawam Street
Riverview Street
N

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.

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.

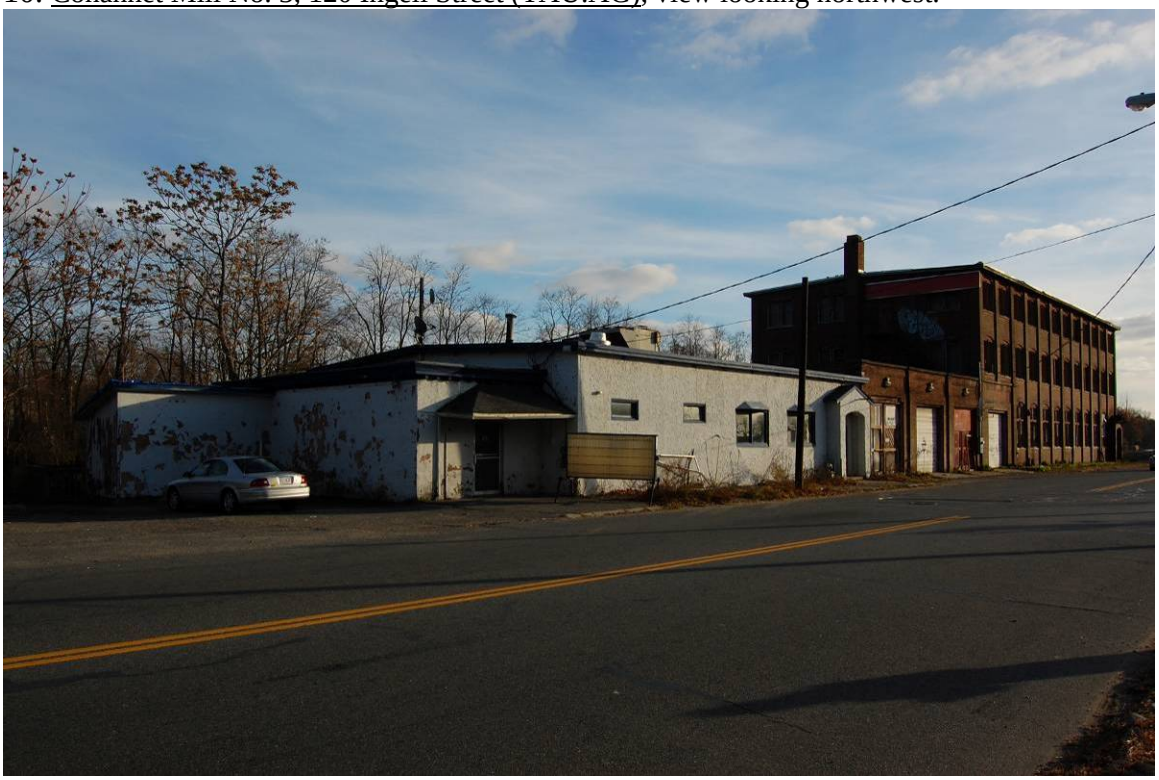
6. Annunciation of the Lord Catholic Church Rectory, 311 Somerset Avenue, view looking northwest.

7. Stone House, 15 Plain Street (TAU.323), view looking southeast.

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.

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.

12. Alfred Paul House, 467 Weir Street (TAU.294), view looking southwest.

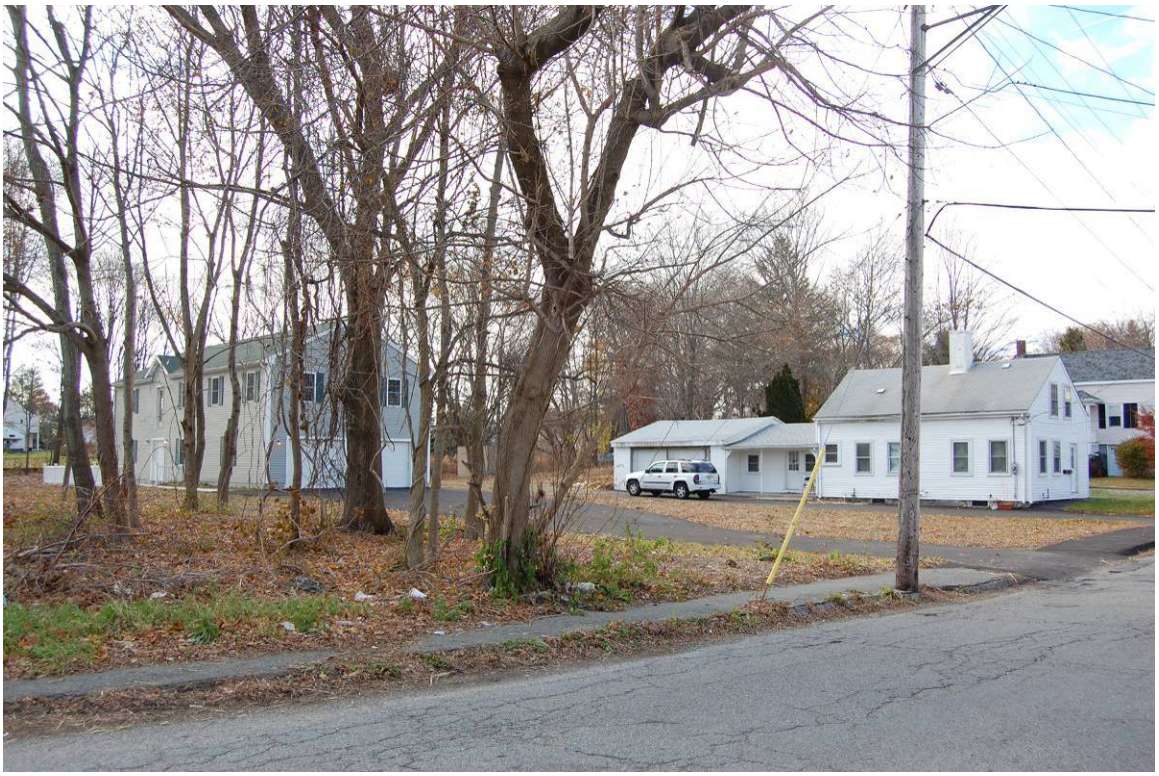
13. Weir Street, View looking southwest.

14. Commercial Building, 519 Weir Street (TAU.295) and 527 Weir Street (r-l), view looking northwest.

15. 121 Ingell Street, view looking north.

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.



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.

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.

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.

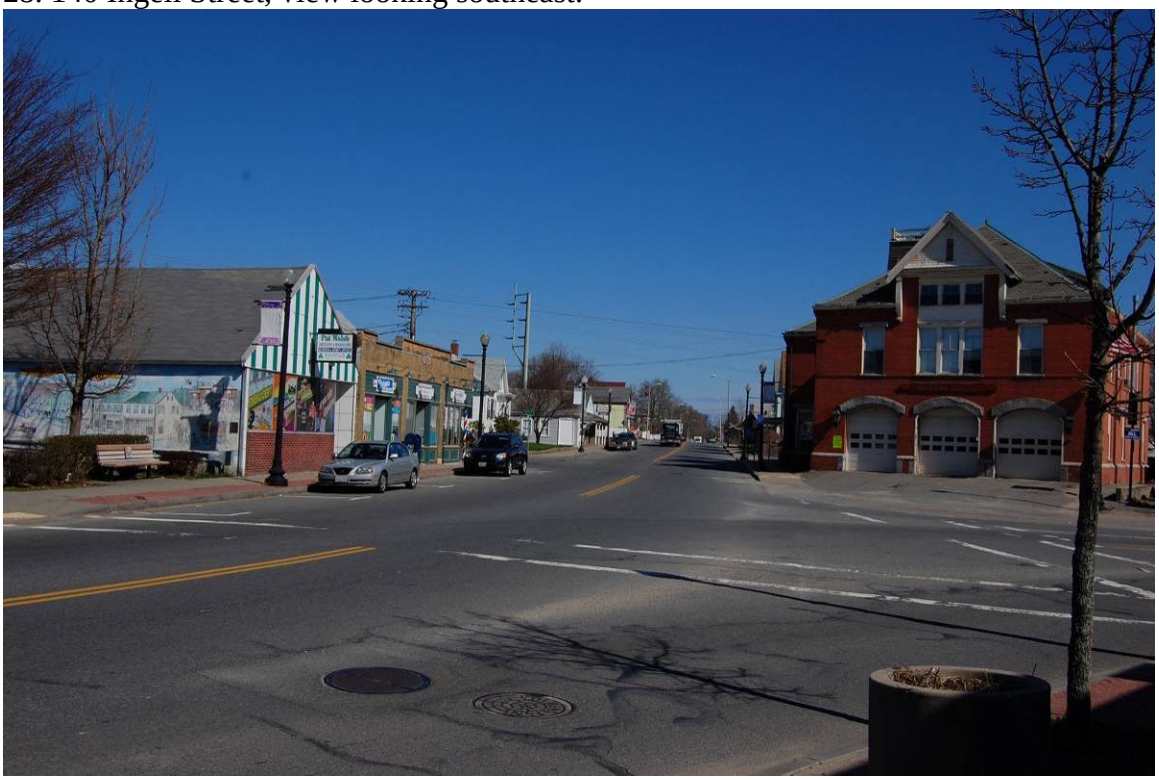
24. 350 Somerset Avenue, view looking south.

25. Second Street School - Edward F. Leddy Elementary School, 36 Second Street, view looking west.

26. 13 and 17 Charles Street (r-l), view looking north.

27. C.H. Stevens House, 33 Third Street (TAU.313), view looking northeast,

28. 140 Ingell Street, view looking southeast.

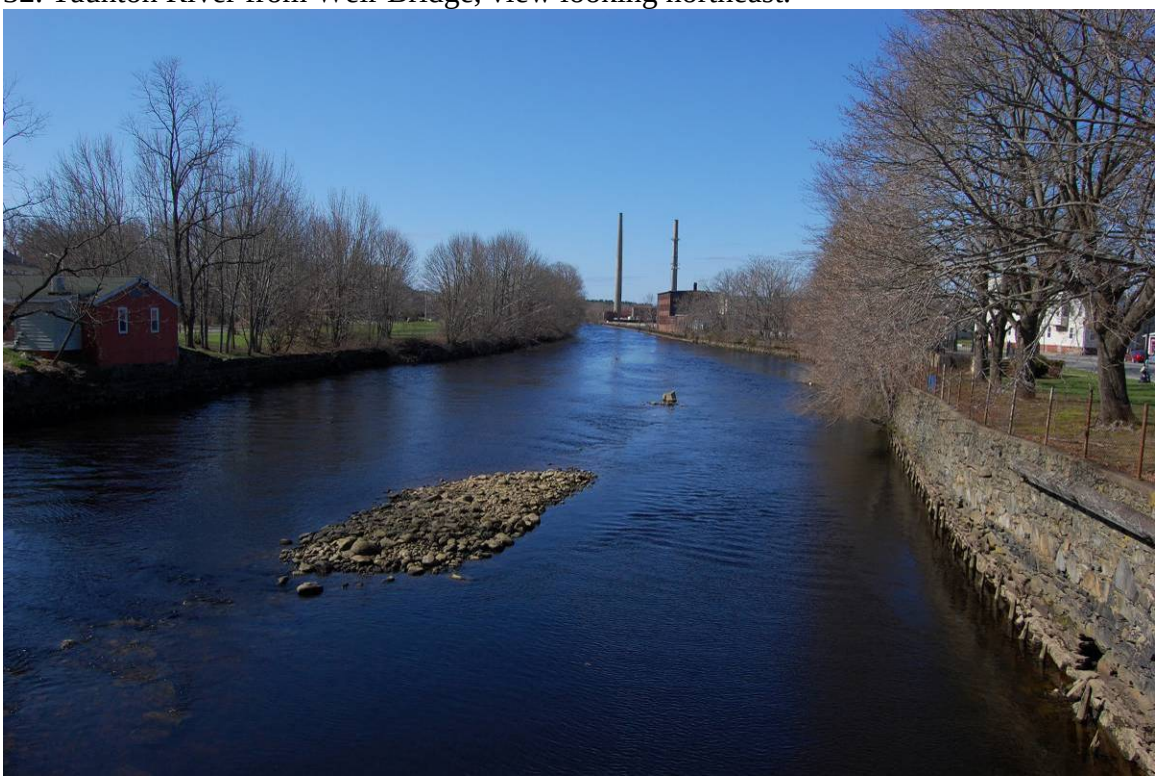


29. Intersection of Weir and Ingell streets, view looking north.

30. West Water Street, view looking southwest.

31. Weir Bridge, view looking northeast.

32. Taunton River from Weir Bridge, view looking northeast.



33. Taunton River from Weir Bridge, view looking southwest.

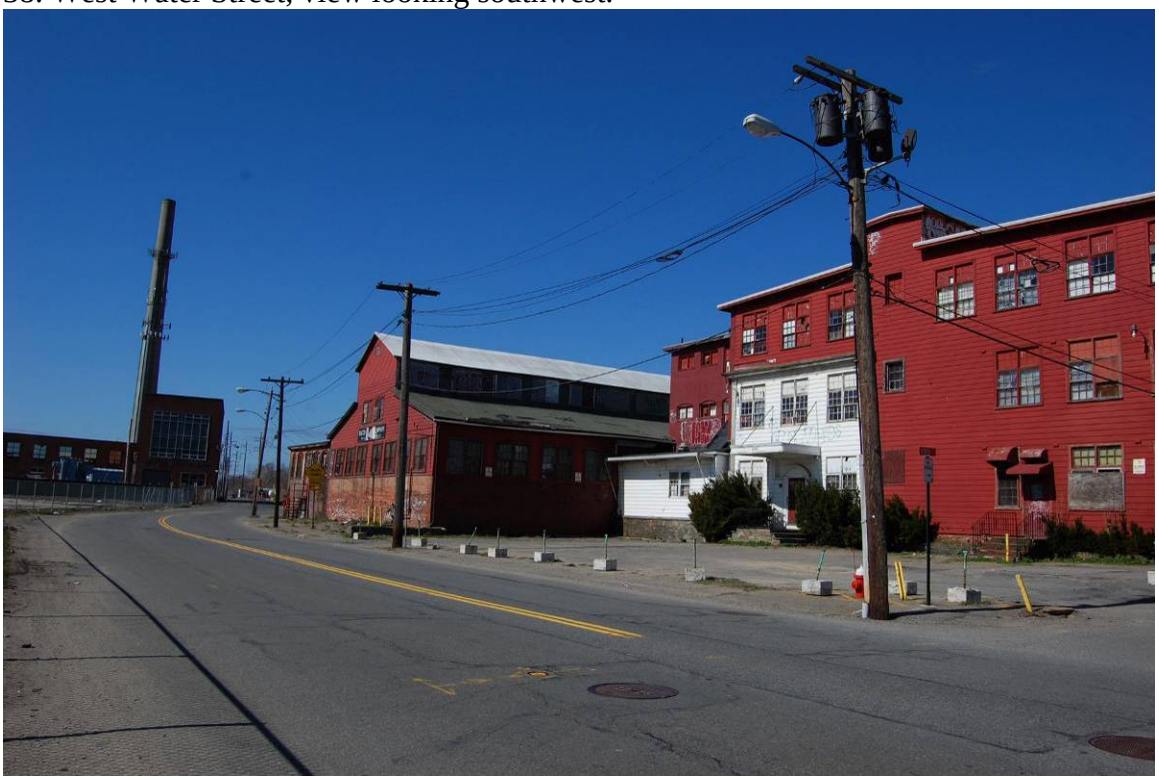
34. 10 Plain Street, view looking northeast.

35. 30 and 32 Plain Street (l-r), view looking northwest.

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.

38. West Water Street, view looking southwest.

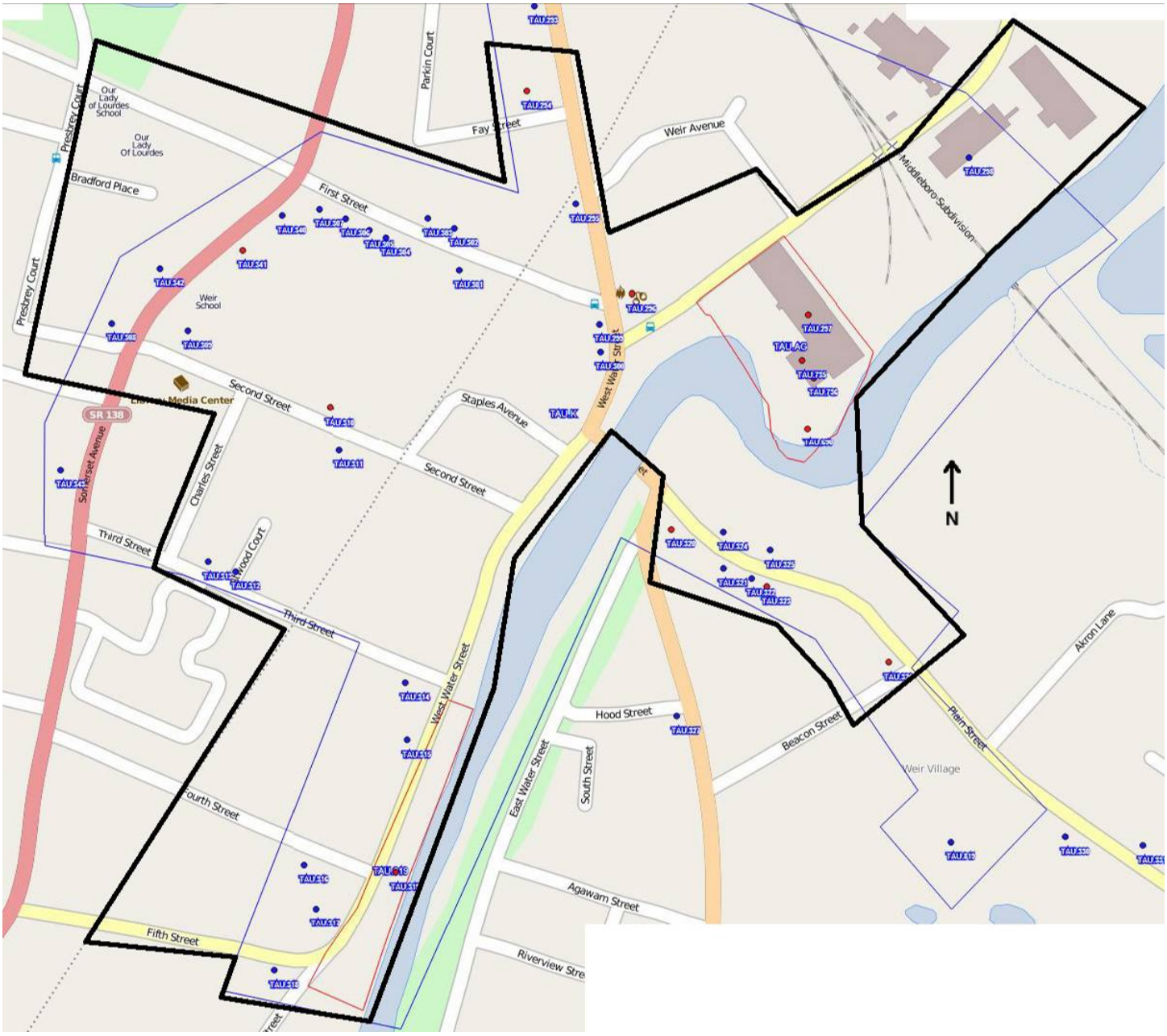


39. 395 West Water Street (TAU.316 and TAU.317), view looking southwest.

40. 441 West Water Street (TAU.319), view looking northeast.

41. 15 Fourth Street, view looking north.

AREA MAP



- MHC Inventory
- National Register Listed
- = area boundary
- *not to scale

Information from MACRIS Maps 2.0 Beta, http://maps.mhc-macris.net