

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name F.A. Whitney Carriage Company Complex Historic District
other names/site number _____

2. Location

street & number off 124 Water Street N/A not for publication
city, town Leominster N/A vicinity
state MA code 025 county Worcester code 027 zip code 01453

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>21</u>	<u>6</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>3</u>	<u>1</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>3</u>	<u>2</u> structures
	<input type="checkbox"/> object	<u>24</u>	<u>9</u> Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Valerie A. Talmage 5/4/88
Signature of certifying official Date
Executive Director, Massachusetts Historical Commission;
State or Federal agency and bureau State Historic Preservation Officer

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Patricia Andrews 6/23/88

Signature of the Keeper Date of Action

6. Function or Use F.A. Whitney Carriage Complex Historic District, Leominster, MA

Historic Functions (enter categories from instructions)

Industry/manufacturing facility_______________

Current Functions (enter categories from instructions)

Domestic/multiple dwellingWork in progress__________**7. Description**

Architectural Classification

(enter categories from instructions)

Late Victorian-Second Empire;Romanesque__________

Materials (enter categories from instructions)

foundation unknownwalls woodbrickroof unknownother _____

Describe present and historic physical appearance.

The F. A. Whitney Carriage Company Complex Historic District, Leominster, is a cohesive grouping of twenty-seven frame and brick industrial buildings and five related industrial structures. All are clustered on a twelve-acre site along the eastern bank of the Monoosnock River, within a mixed commercial/industrial area 1/4-mile east of Leominster's downtown center. The major mill buildings range from Second Empire to early 20th Century Utilitarian in their designs. Only six structures are intrusions and all of these are small, minor infill and additions.

The complex is comprised of a mixture of large wood-frame and brick mill buildings of three- and four-story height. The highlight of the district is the two-story Building #2a, a Second Empire-style design with a distinctive cupola. Originally the company office, it is situated at the center of the mill complex. As the complex evolved, most of the major mill buildings were situated to face onto the millyard which surrounds this structure. Building #7 is a four-story brick mill with three-story arched relief which creates a strong edge along Water Street at the complex's southerly side. Its prominent location increases the complex's visibility from surrounding areas.

The complex's topography is fairly level at the southern edge, with a noticeable downward slope from the rear of the mill buildings to the northern wooded edge. An open driveway extends from Water Street into the center of the millyard at Building #2. A long expanse of building mass defines the center of the district (Buildings #1, #2, and #3), while a number of freestanding structures (Buildings #5 and #6) with open space surrounding them define its western side. Behind the mills to the north and east is a large unpaved lot, which formerly contained a variety of small wooden storage sheds and wagon sheds.

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The complex's architectural distinctiveness derives from the cohesiveness of its styles, massing, and materials. At its center are two wood-frame three-story mills with Second Empire-style headhouses, Buildings #2 and #5. The majority of other buildings are sizable four-story brick mills with large, regularly spaced window bays along all elevations. Minor differences in window design, bay delineation, and cornice design distinguish the varying mills, with the exception of Building #7, which exhibits highly pronounced Romanesque Revival motifs as if to announce the mill's presence to the surrounding area.

The Monoosnock River runs along the complex's west and north edges, providing a wooded backdrop on these two sides of the district. To the south is Water Street, a busy two-lane traffic route to the downtown and an area once lined with mill complexes and now of mixed industrial/commercial character. Defining the complex's eastern edge is Whitney Street, which separates it from another mill complex to the east.

These boundaries represent the historic as well as current property lines of the F. A. Whitney Carriage Company parcel. They create a district both visually and geographically distinct from adjacent areas. The complex's massing provides strong building lines along Water and Whitney Streets to clearly define these edges. The river and woods to the north and west are a natural separation from other parcels in these directions.

The mill complex is presently being rehabilitated for residential use. Some of its buildings were partially vacant while others were sublet for a variety of light manufacturing uses over the past 30 years. Building conditions are generally fair to good since the complex has been maintained in at least partial use. Two of the earliest wood-frame mills, Buildings #2 and #5, were altered from ridge roof three-story structures to flat roof four-story buildings ca. 1920. Inappropriate asbestos shingle siding has replaced the clapboards on all the frame buildings. The long open elevations of the Lumber Shed, Building #6, have been infilled and sided. A simple concrete-block Dry Shed and Kiln dating from the 1940s (Buildings #9 and #10) replaced earlier kilns on this site. Building #28, the Finished Goods Warehouse, 1929, lacks the exterior design qualities and careful choice of materials that characterize the earlier buildings in the complex. It was poorly constructed and now has major structural deficiencies. Two-thirds of the original siding was replaced by corrugated metal siding.

The site has not been greatly changed except by removal of the rear sheds and garages and by increased pavement around most of the buildings. The original powerhouse and all its equipment were removed in the early 1960s. Only a few remaining timbers survive as a site (map #15), the old powershed ruin. It is unlikely that significant archeological data or resources survive.

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The complex's historic industrial activities revolved around the processes required for the manufacture of baby carriages and in later years juvenile furniture and doll carriages. The mill's siting close to Monoosnock River was critical to its early use of water to generate power to run its saws and machinery. A small powerplant (#15) was situated alongside the river, and a large dam (still partially intact but inoperable) (#13) was constructed by the company in 1872 to control the water flow. Water was diverted through the powerplant by means of a granite-lined raceway. In 1876, one of the first turbine wheels with a draft tube was installed. None of this early equipment survives, although water still flows through the raceway.

The earliest mill building on the site was erected in 1868 but is no longer extant. This 60' x 30' gable-roof structure was burned in 1909. The surviving mill buildings are of typical mill construction representative of the different periods during which they were built. Although not innovative in design, they are a handsome assemblage of structures of compatible scale, materials, and massing; with large wall areas of rhythmic window patterns, which clearly show their industrial past.

The oldest remaining structure is Building #2, constructed in 1872 as the company office and a major manufacturing space. Its front wing is a small, two-story, Second Empire building, 20' x 40', four bays wide and two bays deep. Originally faced in clapboards, it is now clad in asbestos shingles. The design features 8/8 double-hung sash and a later, two-column, flat-roofed entrance porch on the east side. The mansard roof has two segmental-arched dormers in each long elevation. Atop the roof is a cupola with a bracketed cornice and round-arched windows. At the south side, a covered wood and steel bridge extends from the dormer window across the millyard to Building #5. A later loading dock and rear ell have been added to the west elevation.

The main portion of Building #2 is also a wood-frame structure with asbestos shingle siding. It was originally a two-story gable-roof structure but was raised to three stories with a flat roof ca. 1920. The main elevation faces south and is twelve bays wide, with 8/8 window openings in all bays.

In 1890, an addition to Building #2 was erected. This portion, 2c, is of similar size and scale to the earlier mill. It was originally three stories with a mansard dormered roof, but the mansard was removed in the late 1920s. The south facade is eight bays wide and has 8/8 windows at each level. An entrance door in the second west bay partially retains the original gabled hood. A rear addition to Building #2, 2b, was built in 1900 and 1912 and is of four stories with a flat roof. The northwest portion has four bays with 8/8 windows while the northeast part has six bays, more closely spaced, and

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each with a four-light transom above 8/8 sash at the three lower stories. The top floor has 4/4-light transoms above the 8/8 sash. The two west bays at ground level have been used as loading doors.

Building #5 was also erected in the 1870s as manufacturing space. It repeats the same massing as Building #2, a rectangular mill with a small mansard-roof block centered on the facade. It too was originally gable-roofed and of two stories but was raised to three stories with a flat roof ca. 1920. The asbestos-shingled exterior and 8/8 windows are extremely deteriorated. The west elevation features a one-story addition along its full length with a sawtooth-monitor roof and 8/8 windows with four-light transoms across its six north bays.

The Second Empire portion, 5a, is of two-bay width and depth. It has one pedimented dormer in each of the three mansard elevations. Its windows are 8/8. A one-story, flat-roofed porch supported by four plain wood columns extends across the two bays of the south elevation, where the entrance is centered between the two windows.

The Lumber Shed, Building #6, was completed in 1884, sixty feet to the northwest of Building #5. It is 177' x 45', a mammoth frame structure with a wood truss roof to allow a minimal number of interior columns. The long side elevations consist of eleven regularly spaced bays of sixteen-foot width, separated by posts with diagonal corner bracing. The sixteen-foot openings were more recently infilled with wood plank and an eight-light window in alternating bays. The entire exterior was then sheathed in roll-type siding. There is a small center entrance in the north wall.

The brick Boiler Plant, Building #16, was built in 1900 at the northwest edge of the district, slightly removed from the major manufacturing structures of that time. The building was the first fireproof masonry structure in the complex, a requirement of its function. The exterior is of simple utilitarian design, 1 1/2-stories with a gently sloped roof with the beam ends exposed at the cornice. The west elevation looking out over the river has five large window openings with multi-light steel sash. The north elevation has a single steel-sash window and a steel door at its west edge. The east elevation has two small multi-light steel windows near the roofline and brick pilasters defining its four bays. A tall rectangular brick chimney with a corbelled cap is attached to the exterior wall. The adjoining Engine Room, D, is a brick infill structure with a flat roof and numerous rooftop additions, built in 1943 and is considered noncontributing.

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Between 1909 and 1922, all of the major brick mill buildings were erected, while the existing frame structures were integrated into a new production plan. The new brick buildings changed the millyard's visual character dramatically: from a small, 2 1/2-acre site with four freestanding wood mills to a twelve-acre site dominated by substantial four-story brick mills with long expanses of wall with rhythmically spaced window openings.

Building #7 was the first and most elaborately designed of the new brick mills. Completed in 1909, it fronts directly on Water Street, for the first time creating a strong visual presence for the complex within the rhythm of other substantial mill structures built along Water Street in recent decades. The mill's massing consists of a raised rectangular three-story front block with Romanesque Revival detailing, with the entrance facing west, perpendicular to the street. To its rear is a long L-shaped mill that is set back twenty feet along Water Street and then jogs east at Whitney Street, extending for another 175 feet.

The front block was originally five bays wide but was carefully enlarged to eight bays in the mid-1920s. The raised entrance in the third north bay retains its wood-columned porch and railings. The facade is enriched by two-story brick pilasters between bays, which are capped by round arches faced in granite. Granite sills at the lower levels and a granite sill course at the upper story are employed. The building has a corbelled brick cornice topped by a granite band. The windows are paired sets of double-hung sash within each rectangular opening, with 4/4 lights. The first-story sash in the front wing were designed with and still retain 1/1 sash.

The rear wing of Building #7 reverts to a less exuberant mill design. Paired 4/4 windows are placed beneath segmental-arched openings with brick heads. Granite sills are used and the corbelled brick cornice matches the cornice design of the front block.

Of 1914 date is Building #3, a 122' x 50' brick building which formed the juncture between Buildings #2 and #7. Facing Whitney Street, its east elevation is three bays wide with a very slight gable peak. There are large multi-light steel sash in each bay of the three lower stories, and a single centered opening of matching design in the upper story. The three-story wing (map 3a) (1929) to the north is four bays wide with a small 8-light sash in all bays except for a single door in the second north bay.

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Building #4 is a freestanding building near the easterly end of the inner millyard. Built in 1920, it is a three-story block with a flat roof. Across the eight-bay facade, large steel windows at each story are set within three-story-high recessed brick panels formed by the full-height pilasters between bays. The building has a simple brick cornice. An unattractive corrugated metal enclosure has been added in the west bay of the ground floor. Two similar corrugated passages abut the north elevation and detract from the original massing of the building.

Building #1 was built in three stages between 1917 and 1922 on the site of earlier frame structures. Building #1, with its 1a and 1 addition wings, forms a 2 1/2-story L-shaped brick building to define the northwest side of the millyard. The flat roof, corbelled brick cornices, and large, segmental-arched window openings are typical of early 20th-century mill construction. The 1 and 1a wings have paired 8/8 wood sash in each opening, while a later addition has multi-light steel sash. Three original loading door bays remain in the 1a facade.

To the north, the 1b and 1c wings (1922) extend the building's size to another sixteen bays. This wing is three stories high and has segmental-arched openings at the upper story but straight lintels at the lower two floors, all with concrete sills. The windows are an unusual 4/4 double-hung steel sash.

The complex also contains a number of minor structures which are simple sheds and outbuildings of marginal architectural significance. These include: Building #8, a Storage House; Building #24, a Garage; and Building #28, the Finished Goods Warehouse.

There are only nine structures and sites clearly identifiable as noncontributing elements. Building #7A (1909) is a one-story wood shed attached to the courtyard side of Building #7. It is faced in corrugated metal and has a flat roof. Building B (1955) is a small concrete block office on the east elevation of Building #7, also distracting from the bay pattern above. Building C, the enclosed entry to the dry shed, is a concrete block, a flat-roofed mass dating from ca. 1935. It has no merit and conceals the corner of Building #1. Building D is a series of brick and wood infill pieces at the west side of the power-plant. Used as an engine room, it has been modified frequently and has no continuity with adjoining structures. The chainlink fence, E, at Building #28 is an inappropriate modern intrusion. The footbridge, F, behind Building #16 is a simple, flat span, worn and not safe for passage. Building #9, Drying Kiln and Building #10, Dry Shed were both constructed in the 1940s and are therefore not of sufficient age to contribute; they are of minor architectural significance. Finally, the integrity of the powershed (#15) site has not been fully analyzed at present and it is therefore considered noncontributing; future research may lead to a re-evaluation of its status.

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Archaeological Description

While no prehistoric sites are currently recorded on the property, it is possible that sites are present. One known site has been recorded in the general area (within one mile). The physical characteristics of the property--a well-drained terrace overlooking Monoosnock Brook, a tributary stream of the Nashua River--may have made this an attractive area for native subsistence and settlement. In general, however, the potential for significant archaeological remains, either prehistoric or historic, seems low, as a result of extensive industrial development in the area. Significant archaeological remains of the complex's early water system may still remain.

Archeological remains of the complex's early waterpower system may be significant by detailing how the system worked, particularly how it channeled power to the various mill buildings. Archeological evidence of modifications of the system may also be important in detailing how the mills adapted to changes in technology over time.

8. Statement of Significance F.A. Whitney Carriage Company Complex, Leominster, MA

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Industry _____

Architecture _____

Period of Significance

1872-1937 _____

Significant Person

N/A _____

Architect/Builder

N/A _____

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The F. A. Whitney Carriage Company Complex Historic District, Leominster, Massachusetts, played an instrumental role in the industrial development of Leominster for nearly a century and produced a product, baby carriages, which had a national market. Established in 1858, the company remained in production through the Depression, with its heyday (and the majority of buildings in the complex) being between 1872 and the mid-1920s. The complex consists of twenty-seven frame and brick buildings on twelve acres of land; together, these buildings exemplify the evolution of manufacturing facilities from the second half of the nineteenth to the early twentieth century. This interval coincides with the most intense period of industrialization, economic, and population growth of the community. Collectively, the buildings of the Whitney Carriage Company embody distinctive characteristics of late nineteenth- and early twentieth-century mill construction as well as the overall plan and purpose of the mill's manufacturing process. The complex retains integrity of location, design, setting, and materials, as well as associations with its founder, Francis A. Whitney, one of Leominster's most successful and famous businessmen, and with an important local industry for nearly a century. It fulfills Criteria A and C of the National Register of Historic Places on the local level.

The complex is located in the southeast section of downtown Leominster, a community whose early agrarian history was succeeded by considerable industrial growth from 1800 onward. The town was first settled in 1701 as part of the town of Lancaster, and it did not become a separate town until 1740. Its early agrarian livelihood was gradually combined with local

See continuation sheet

9. Major Bibliographical References F.A. Whitney Carriage Company Complex, Leominster, MA

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested HPCA #10369MA
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

MHC Inventory of Historic Assets #206

10. Geographical Data

Acreage of property 12.4 acres
Quad- Fitchburg Scale- 1:25000

UTM References

A
Zone Easting Northing

C

B
Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Betsy Friedberg, National Register Director, MHC w/Margo Webber, Preservation Consul
organization Massachusetts Historical Commission date November 1987 tan
street & number 80 Boylston St. telephone (617)727-8470
city or town Boston state MA zip code 02116

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industries, the first of these being the comb industry which started in 1775. Completion of several new turnpikes, the Fifth Massachusetts Turnpike in 1800 westward to Greenfield and the Union Turnpike in 1808 eastward to Harvard and connecting as far east as Concord and Cambridge, improved travel greatly. By 1845, the Fitchburg Railroad Company had service to North Village and two years later the Fitchburg and Worcester line serviced the town center. A piano industry was started in 1845, and several other piano shops started up in the next decade. Manufacturing shops were located close to the downtown and new railroad stations.

The F. A. Whitney Carriage Company was established in 1858 by Francis A. and Francis W. Whitney, two cousins. In 1858, F. W. Whitney, a young entrepreneur, convinced his cousin F. A. Whitney that they could manufacture a line of baby carriages similar to the superior design and construction of a product he had recently seen in Greenfield, Massachusetts. The complex's development coincided with the entrepreneurial skills of the company's two founding cousins, as well as with the burgeoning market for baby carriages created by the advent of cleaner, safer, and smoother city streets and sidewalks as cities across the nation became more urban and more conscious of public amenities. Its growth during the next half century coincided with the most intense period of industrialization, economic prosperity, and population growth of the community. Operations were begun in the basement shop of the Lockett Piano Factory on Mechanic Street. A fire in 1862 destroyed that shop, and the Whitneys relocated to buildings on Water Street at the site of the former depot. When again forced to vacate in 1868, the company purchased part of the old Houston Estate, known as "Paradise" because of its picturesque setting along Monoosnock Brook, for construction of a new mill.

This new site was favored for its access to water power but was considered remote from the downtown. Until the first Water Street bridge was erected several years later, finished goods from the factory had to be hauled across a path through the woods to the rail depot. Nonetheless, in 1872, a nineteen-foot dam was built, and in 1876 one of the first turbine wheels with a draft tube was installed. The harnessing of the river's maximum potential enabled the firm not only to expand its own production facilities but also to sell power for a time to four other nearby mills.

The plant quickly expanded with the addition of Buildings #2 and #5 in the 1870s. By the turn of the century, these first few frame buildings had been outgrown. Substantial masonry mill buildings for offices and production were added while the older buildings were also enlarged and integrated with the newer ones. Additional production, storage, and outbuildings were added during the 1910s and 1920s, when the baby carriage business peaked.

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Production of carriages rose from 500-600 in the first year to 1,200 in 1871, 35,000 in 1888 and 200,000 in 1918. By 1923, the plant consisted of 29 structures, it produced 114 different styles of carriages, and it employed 300-400 workers.

The company was reorganized in 1885, 1886, and 1888. In 1898, F. A. Whitney resigned and Joseph P. Holman became president. Holman had literally worked his way up through the mill, from being F. A. Whitney's stable boy to mill superintendant and finally to president. By 1905, Holman had acquired all of the Whitney shares and the connection between the firm and the Whitney family was severed.

Several innovations in the product line and in technology contributed to the firm's continued dominance of the industry from the 1870s onward. In 1881, the first reed carriages were made, largely replacing the earlier wood and upholstery styles. In 1900, the production line was expanded to include doll carriages to keep employees at work during the usually slack summer period. Further diversification in the late 1920s and 1930s was dictated by economic slowdowns. Expansion into the related fields of juvenile furniture, hampers, and bathroom accessories was done to maintain production in the plant.

Other significant inventions by the firm included the first reversible handle, patented in 1872 by William B. Whitney. A new steel suspension spring and an anti-friction wheel fastener were also invented here. In 1904, a substitute fiber for reeds was developed. This became crucial to production during World War I when German reeds became unavailable. Looms and specialized machinery were devised to weave the new fiber and were produced for sale to other manufacturers. By 1923, fiber carriages comprised seventy-five per cent of the firm's work.

The company was the only producer of baby carriages in Leominster. Although the architectural character of the mill buildings is not unique to the particular industry, the complex's design was adapted from the specific stages and processes within the production schedule. In the 1920s, the company brochure boasted that a carriage could be built from start to finish without ever going outside.

Other industries in the community were independent and unrelated to the baby carriage industry. First the comb and piano industries and later such things as shirts, machinery, and plastics created a diversified economic base. This diversification historically served to mitigate economic hardships caused by ups and downs in any one industry in the community.

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The specific technological innovations developed by the firm helped their own production capacities as well as those of competitor firms elsewhere in the country. Most of the innovations were patented, part of the reason the firm eventually became the largest producer of baby carriages in the United States. The company's rise to national prominence and its technological advances peaked around the turn of the century. By the late 1920s, diversification into semi-related fields such as juvenile and bathroom accessories resulted from decreased demand for carriages, foreshadowing the company's eventual closing in 1952.

Although the firm remained in operation until the 1950s, it never fully recovered from the Depression of the 1930s. The coming of the automobile was even more directly to blame for the decline in sales, as pedestrian travel no longer served as the primary means of transporting young children. After the company closed in 1952, the buildings were subleased for various manufacturing and storage functions.

The complex's association with F. A. Whitney illustrates the contribution of one of the community's most prominent citizens during the late nineteenth century. As a self-made man, Francis A. Whitney was a founder of several important local firms. In addition to the carriage company, he was instrumental in the development of the Whitney Reed Chair Co., Wachusett Shirt Co., and the United States Thread Co. Born in nearby Westminster in 1830, he came to Leominster in 1857 to work in a piano factory. One year later, he joined his cousin in starting the baby carriage shop that would soon become the F. A. Whitney Carriage Company.

In addition to developing this firm, Whitney served from 1882 until 1912 as president of the Wachusett Shirt Co.. He never held public office, by choice, but frequently served as an advisor in civic affairs. His residence at 127 Merriam Avenue was one of the most conspicuous Queen Anne-style homes in the community. In later years, he became a gentleman farmer, raised peaches and constructed a lake in Leominster (Whitney Lake) which he stocked for sport fishing.

The complex's architectural importance derives from the combination of wood-frame and masonry structures, which create a cohesive, visually pleasing arrangement through their harmonious designs, scale, massing, and placement on the site.

Buildings #2 and #5 are the earliest extant structures and reflect mid nineteenth-century mill construction. Their original clapboard exteriors and mansard-roofed front blocks typified the small scale and simplified design detailing appropriate for a company still of modest means. The handsome cupola design of Building #2 shows an attention to detail somewhat unusual for an industrial building of this type.

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The design of Building #7 was clearly intended to make a strong statement of the company's importance within the surrounding industrial area. The four-story Romanesque Revival structure presents a high degree of granite trim and decoration for a turn-of-the-century mill. Its role in housing the company offices also probably prompted the more impressive design.

Other buildings such as Buildings #1, #3, and #4 illustrate competent period design and construction. Their primary interest is the comfortable relationship to earlier structures in the complex, achieved through compatible materials, massing, scale, and masonry detailing.

Stylistic details throughout the complex, such as the mansard roofs, wood dormers and cupola design, may have come from carpenter's patternbooks, which were widely available by the 1860s. There was probably an architect involved in the design of Building #7 since it exhibits a careful integration of Romanesque Revival motifs with standard mill design. The other twentieth century brick mills were probably built by local firms who by this time had an awareness of similar design and technological innovations from numerous nearby examples and from trade publications.

Substantial rehabilitation of the mill complex for housing is now taking place. In the course of renovation, it is expected that smaller buildings and structures considered noncontributing may be removed; their removal will not compromise the complex's overall integrity.

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National Park ServiceNational Register of Historic Places
Continuation SheetSection number 10 Page 1 F.A. Whitney Carriage Company Complex, Leominster, MA10. Verbal Boundary Description

Beginning at the north corner of the intersection of Water and Whitney Streets, the boundary runs northeast on the west side of Whitney Street for a distance of 646.64'; it then turns northwest, proceeding for a distance of 627.69' to the north corner of the south. The boundary then runs westward across the western edge of the site and runs 220.02', jogging slightly at increments of 92.70', 102.20', 146.50', 128.50' and 94', respectively. The line turns approximately 90 degrees to the east and runs 65.60', then turning southerly for 131.30', easterly for 60.40' and southerly near the western edge of the Monosnock River for a distance of 131.00'. It then jogs slightly and runs 39.70'. The boundary then runs easterly along the north side of Water Street for a distance of 175.09', jogs 6.73' south and proceeds easterly along Water Street northern edge for 222.70' to the point of beginning.

Boundary Justification

The nominated property consists of the entire parcel currently under single ownership and containing all of the F. A. Whitney Carriage Company buildings. The entire site consists of 12.4 acres, and it contains no structures other than those built and used by the firm during the course of its operations. This boundary includes both the mill buildings and a small amount of the wooded setting which survives to the north and west, as well as the associated waterway and dam that were so vital to the complex's original siting and later expansion.

UTM References

Point	Zone	Easting	Northing
A	19	273860	4712060
B	19	273780	4711890
C	19	273680	4711860
D	19	273610	4712000
E	19	273680	4712110

F. A. Whitney Carriage Complex
Leominster, Massachusetts
Data Sheet

<u>Historic Name</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>
Mill Building #1	1-ca. 1917-1923	C	Utilitarian	B
addition	addition-after 1923	C		B
1a	1a-ca. 1917-1923	C		B
1b	1b-1922	C		B
1c	1c-1922	C		B
Mill Building #2	2-1872	C	Second Empire	B
2a	2a-1872	C		B
2b	2b-1900, 1912	C		B
2c	2c-1890, altered after 1923	C		B
Building #3- Storage & Packing Plant	3-1914	C	Utilitarian	B
3a	3a-1929	C		B
Mill Building #4	1920	C	Utilitarian	B
Mill Building #5	5-1872	C	Second Empire/	B
5a	5a-1872	C		B
Building #6 - Lumber Shed	1884	C	Utilitarian Utilitarian	B
Mill Building #7	1909	C	Romanesque Revival	B
Building #8 - Celluloid Storage House	pre-1916	C	Utilitarian	B
Drying Kiln, 9	1944	NC	Utilitarian	B
Dry Shed, 10	1943	NC	Utilitarian	B

F. A. Whitney Carriage Complex
Leominster, Massachusetts
Data Sheet

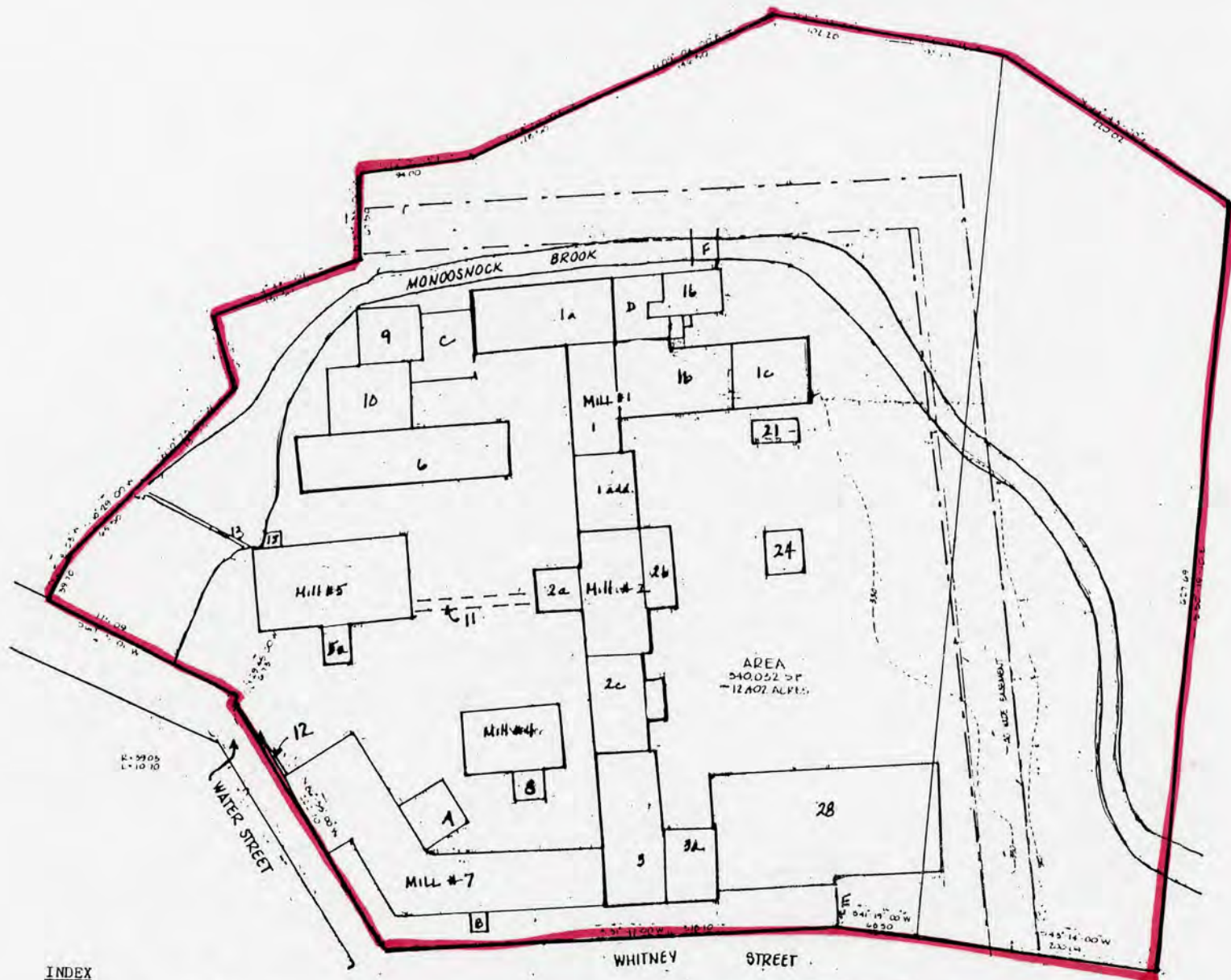
<u>Historic Name</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>
Power Plant, #16	1900	C	Utilitarian	B
Building #21 - Acid House	pre-1931	C	Utilitarian	B
Building #24 - Garage	1924	C	Utilitarian	B
Building #28 - Finished Goods Warehouse	1929	C	Utilitarian	B
Overhead Bridge, #11	between 1901 and 1916	C	Utilitarian	St
Iron Fence, #12	1909	C	Victorian Ironwork	St
Dam, #13	1872	C	Utilitarian	St
Old Power Shed Ruin, #15	1872	NC	Ruin	Si
Building #7A - Storage Shed	1909	NC	Utilitarian	B
Auto Sales Office, B	1955	NC	--	B
Building #14 and Enclosed Entry, C	1935	NC	--	B
Engine and Switch- board Rooms, D	after 1922	NC	--	B

F. A. Whitney Carriage Complex
 Leominster, Massachusetts
 Data Sheet

<u>Historic Name</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>
Chain Link Fence, E	unknown	NC	---	St
Footbridge, F	ca. 1930+	NC	---	St

N.B. - All buildings have the same address, off 124 Water Street. All buildings are included in a single MHC Inventory Form, Form B: Area H, Form 206.

<u>Key</u>	<u>District Totals</u>
C-Contributing	Contributing - 21B, 3St
NC-Noncontributing	Noncontributing - 6B, 2St, 1Si
B-Building	
St-Structure	
Si-Site	

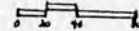


INDEX

- | | | | |
|----------------------|-----------------|----|--------------------------|
| 1, 1add., 1a, 1b, 1c | Mill #1 | 15 | Power Shed Ruin |
| 2, 2a, 2b, 2c | Mill #2 | 16 | Power Plant |
| 3, 3a | Building #3 | 21 | Building #21 |
| 4 | Mill #4 | 24 | Building #24 |
| 5, 5a | Mill #5 | 28 | Building #28 |
| 6 | Building #6 | A | Mill #7 Shed |
| 7 | Mill #7 | B | Auto Sales Office |
| 8 | Building #8 | C | Building #14, entry |
| 9 | Drying Kiln | D | Engine/Switchboard Rooms |
| 10 | Dry Shed | E | Chain Link Fence |
| 11 | Overhead Bridge | F | Footbridge |
| 12 | Iron Fence | | |
| 13 | Dam | | |

F. A. Whitney Carriage Company
 Historic District
 Leominster, MA

District Boundary Map



88000716

PDIL

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Whitney, F.A., Carriage Company Complex
Historic District
Worcester County
MASSACHUSETTS

Substantive Review

Working No. MAY 13 1988
Fed. Reg. Date: 2/7/89
Date Due: 6/9/88 6/27/88
Action: ACCEPT 6-23-88
 RETURN
 REJECT
Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Locally significant architecturally important complex illustrative of the property's influential role in Leominster's industrial heritage.

Recom./Criteria Accept A+C
Reviewer Paul
Discipline Architectural History
Date 6/23/88
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition

- | | |
|------------------------------------|---------------------------------------|
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated |
| <input type="checkbox"/> good | <input type="checkbox"/> ruins |
| <input type="checkbox"/> fair | <input type="checkbox"/> unexposed |

Check one

- unaltered
- altered

Check one

- original site
- moved date _____

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____

Statement of Significance (*in one paragraph*)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature _____

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



F.A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

Photo 1 of 12
View north from Water Street into
center of millyard



2A

2

DO NOT REMOVE
THIS SIGN
UNLESS YOU
ARE THE OWNER

F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

Photo 2 of 12
View north from millyard towards
facade of Building 2



F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

Photo 3 of 12
View north from Water Street towards
Building 5



F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

Photo 4 of 12
View sw towards front and side of
Building 6, Lumber Shed



F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

Photo 5 of 12
View east from Water Street towards
front of Building 7



3A

R & M
SHIPPING RECEIVING

F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

Photo 6 of 12
View sw across Whitney Street to
Buildings 7 and 3



F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

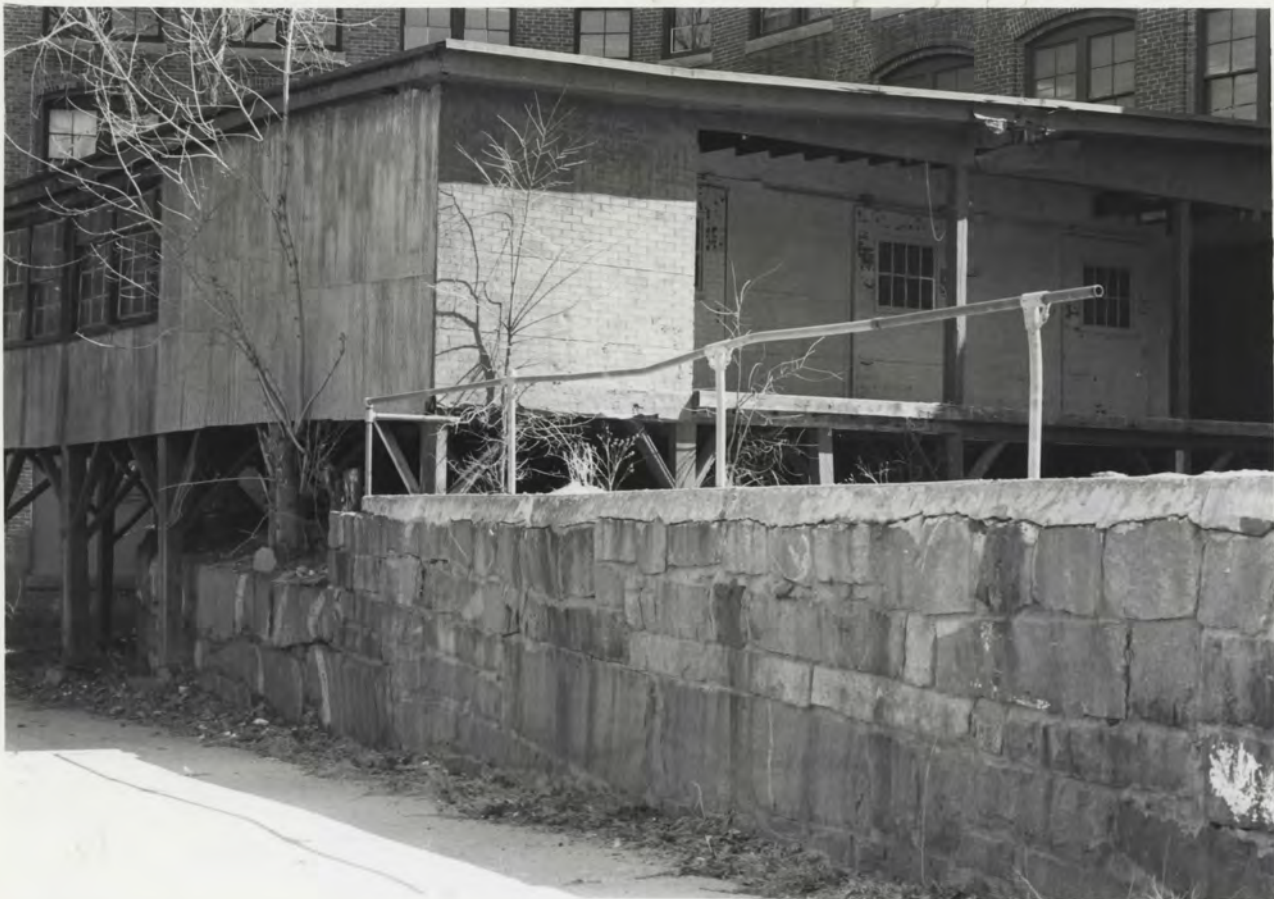
Photo 7 of 12
View sw towards rear elevation of
Building 2



F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

Photo 8 of 12
View looking se towards rear and end
elevations of Building 28



F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

Photo 9 of 12
View east towards Building A, rear
loading shed on Building 7

RON'S AUTO SALES
3232



F.A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

Photo 10 of 12
View north at Building B, along
Whitney Street



F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. at 136 Ridge Ave., Newton, MA

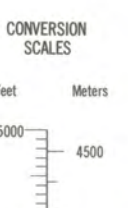
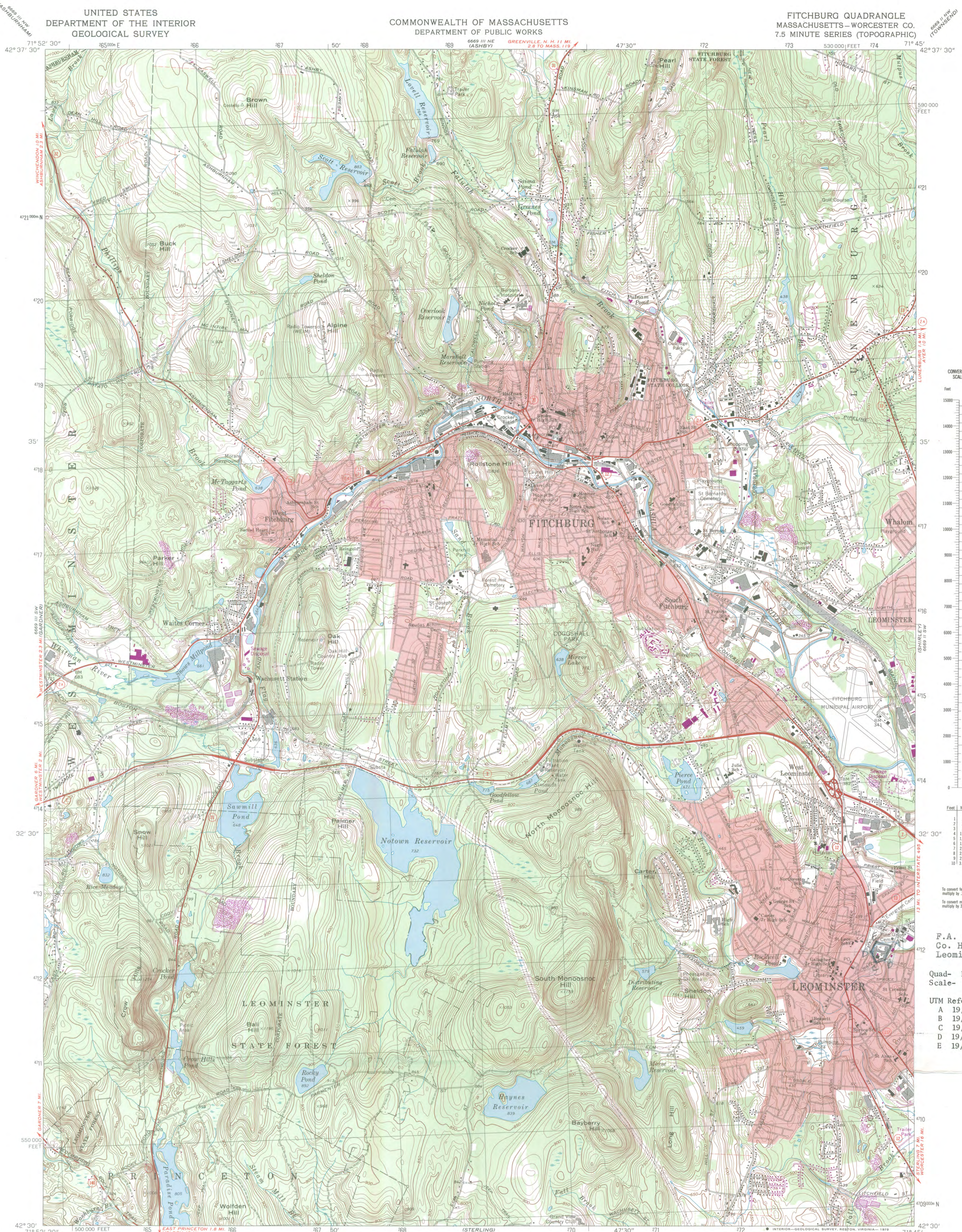
Photo 11 of 12
View sw towards Building C, with
Building 9, kiln, at rear left.



F. A. Whitney Carriage Co. District
off 124 Water Street
Leominster, MA

Photo by Margo Webber, 4/86
Neg. At 136 Ridge Ave., Newton, MA

Photo 12 of 12
View sw towards front of Building
10, Dry Shed

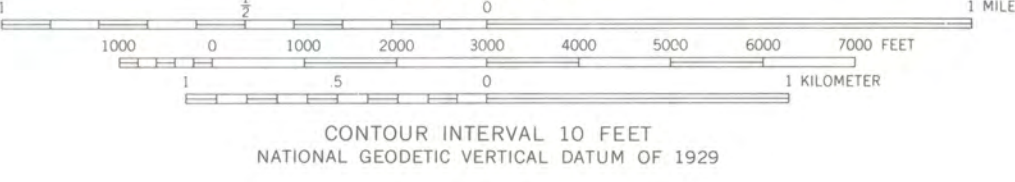
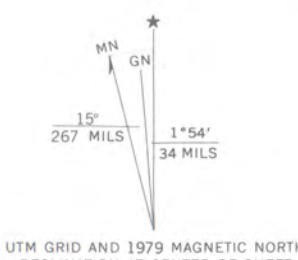


F.A. Whitney Carriage Co. Historic District
Leominster, MA

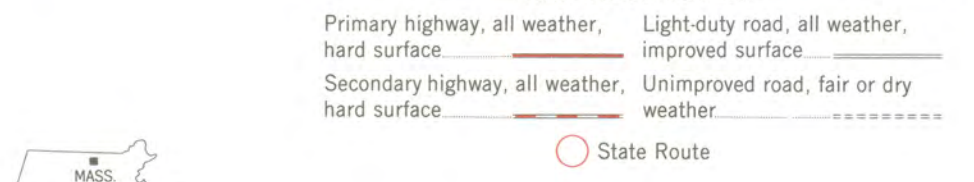
Quad- Fitchburg
Scale- 1:25000

UTM References-
A 19/273860/4712060
B 19/273780/4711890
C 19/273680/4711860
D 19/273610/4712000
E 19/273580/4712110

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Planimetry by photogrammetric methods from aerial photographs
taken 1938. Topography by planimetric surveys 1943 and 1944
Revised from aerial photographs taken 1968. Field checked 1969
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid,
zone 19
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Red tint indicates areas in which only landmark buildings are shown
There may be private inholdings within the boundaries of
the National or State reservations shown on this map



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

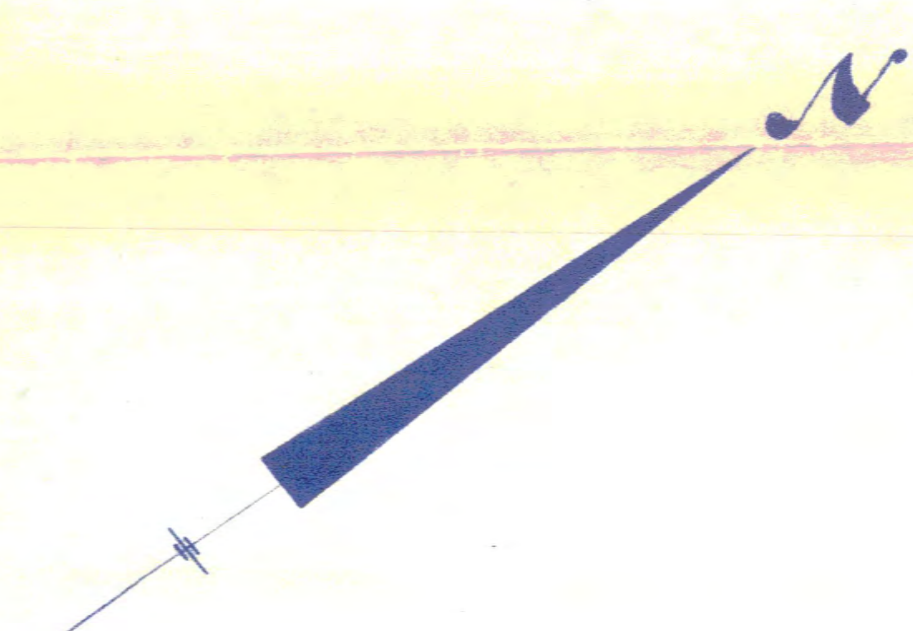


FITCHBURG, MASS.
N4230—W7145/7.5
1969
PHOTOREVISED 1979
AMS 6669 III SE—SERIES V914

Revisions shown in purple compiled in cooperation with the State of
Massachusetts agencies from aerial photographs taken 1975 and other
source data. This information not field checked. Map edited 1979

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

CITY OF LEOMINSTER



LEGEND

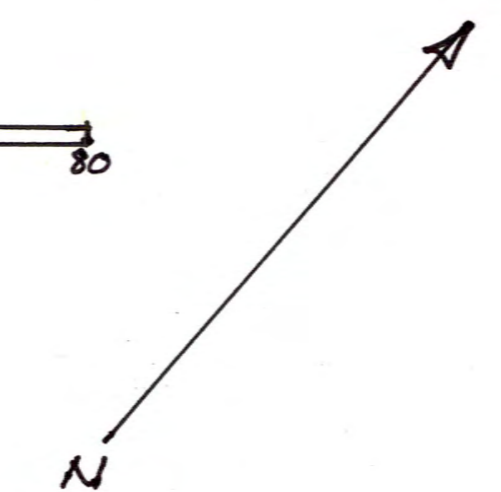
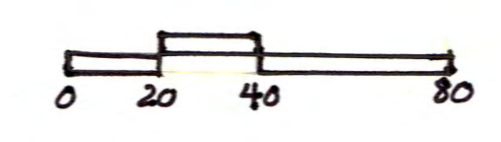
- ASPH. ASPHALT
- CONC. CONCRETE
- GS. GAS GATE
- T.C.B. TRAFFIC CONTROL BOX
- T.L.P. TRAFFIC LIGHT POLE
- S.E.W. SEWER
- STW. STONE RETAINING WALL
- H.Y.D. HYDRANT
- W.G. WATER GATE
- W.L.P. WOOD LIGHT POLE
- W.U.P. WOOD UTILITY POLE
- M.D.P.W. MASS. DEPT. OF PUBLIC WORKS
- M.H. MANHOLE
- C.B. CATCHBASIN

NOTE: UNDERGROUND UTILITIES SHOWN ARE BASED ON FIELD AND RECORD INFORMATION AND ARE NOT WARRANTED TO BE EXACT, NOR IS IT WARRANTED THAT ALL UNDERGROUND PIPES OR STRUCTURES ARE SHOWN.

REFERENCES

- DEED BOOK 1258, PAGE 170
- PLAN OF LAND IN LEOMINSTER, MASS. OWNED BY WHITNEY CARRIAGE CO. BY WILLIAM F. RAY & CO. OCT. 3, 1962
- PLAN SHOWING BASEMENT ACROSS LAND LEOMINSTER, MASS. TO BE CONVEYED TO MANSFIELD ELECTRIC CO. - TRPT. 27, 1962
- PROPOSED WATER OF WIDENING BY WILLIAM R. BINGHAM & ASSOCIATES, JUNE 16, 1962
- PLAN OF LAND OWNED BY F.A. WHITNEY CARRIAGE CO., LEOMINSTER, MASS. BY GATE & RAY, JUNE, 1910

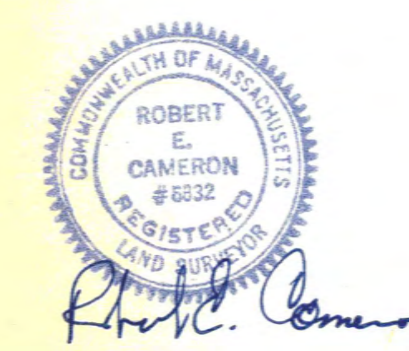
TERM. TOP of WALL HYDRANT No. 833 WHITNEY STREET ELEV. = 338.00 CITY OF LEOMINSTER DATUM



TOPOGRAPHIC PLAN OF LAND LEOMINSTER, MASS.

SCALE: 1" = 40' ~ MARCH 28, 1986

BY: R.E. CAMERON & ASSOCIATES, INC. NORWOOD, MASS.



F.A. WHITNEY CARRIAGE COMPANY HISTORIC DISTRICT LEOMINSTER, MA



May 4, 1988

Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed you will find the nomination forms for the following properties:

Leominster, F. A. Whitney Carriage Company Complex Historic District;
off 124 Water Street; HPCA #10369MA

Medford, Joseph K. Manning House; 35-37 Forest Street

Palmer, Union Station; Depot Street

Peabody, Moore-Hill House; 82 Franklin Street

Worcester, Holy Name of Jesus Complex; Illinois Street; HPCA #10814MA (school)
HPCA #11040MA (convent)

They have been voted eligible by the State Review Board and have been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. No comments have been received to date.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

BF/es

Enclosure

MAY 13 1988

Massachusetts Historical Commission, Valerie A. Talmage, *Executive Director, State Historic Preservation Officer*
80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470

Office of the Secretary of State, Michael J. Connolly, *Secretary*