NPS Form 10-900
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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Cohannet Mill No. 3

other names/site number

2. Location

street & number 120 Ingell Street N/A not for publication

city or town Taunton ☐ vicinity

state Massachusetts code MA county Bristol code 005 zip code 02780

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☑ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☑ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☑ locally. (☐ See continuation sheet for additional comments.)

Brona Simon October 17, 2006

Signature of certifying official/Title Brona Simon, Deputy SHPO, MHC Massachusetts Historical Commission — Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. 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): _____

for

Signature of the Keeper — Date of Action

Edson H. Beall 11.29.06

5. Classification

Ownership of Property
(Check as many boxes as apply)

x private
_ public-local
_ public-State
_ public-Federal

(Check only one box)

x building(s)
_ district
_ site
_ structure
_ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
4		building
		sites
		structures
		objects
4		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Industry/Manufacturing Facility

Current Functions
(Enter categories from instructions)

Domestic/Multiple Dwelling
Commerce/Business/Specialty Store

7. Description

Architectural Classification
(Enter categories from instructions)

Other/Panel Brick

Materials
(Enter categories from instructions)

foundation Brick/Stone/Concrete
walls Brick and Stone
roof Synthetics/single-ply, elastomeric steel system
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

Narrative Description

The former Cohannet Mill No. 3 is located on a 6.57 acre site between Ingell Street and the Taunton River in the Weir Village section of Taunton, Massachusetts. The site, just north of the intersection of Ingell, West Water, and Weir Streets, sits in the distended bank at a sharp bend in the river. The mixed-use vicinity includes commercial, municipal, industrial, and residential properties, primarily worker housing.

Typical of the 19th century factories in the city, Cohannet Mill No. 3 is a well-preserved, attractive grouping of four, 1 to 4-story, shallow-pitched roofed, reddish-brown brick buildings with minimal, utilitarian, Romanesque Revival detailing. The principal part of the complex consists of the main mill (Resource Number 1), perpendicularly oriented to Ingell Street. An attached Picker Room extends the mill longitudinally to the east. Projecting to the south, adjacent to the Picker Room, are the Engine Room (Resource Number 2) with smoke stack and to its west an adjoining Boiler House (Resource Number 3). In 2004-2005, the main mill, engine and boiler rooms were the subject of a certified rehabilitation in which they were adapted to 64 units of affordable housing and approximately 19,299 square feet of commercial office and retail space. A free-standing Storehouse (Resource Number 4) stands to southwest of the main mill.

The mill yard south of the building to the Taunton River has been paved as a parking lot. A very small, 1-story, irregular T-plan, office building originally located close to Ingell Street was removed sometime after 1950. Between 1937 and 1950, two, small,1-story, rectangular outbuildings, a store house (later used as an oil shed) and a shed (later used as a hose house) within that area, were removed. Another equally small outbuilding, originally used as a blacksmith shop, survived south of the freestanding store house at least until 1950.

Extant buildings display little ornamentation other than wooden cornices and regularly-spaced, oversized fenestration in segmental-arched window openings defined by radiating voussoirs (rather than the more common double or triple row lock arches utilized on the interior) and wooden sills. Other stylistic refinements are limited to the use of red mortar to create even colored walls and well-dressed, granite foundation blocks.

Despite the introduction of electric lighting in the 1880s, abundant daylight continued to be the most important source of illumination to textile manufacture. Concentration of strength in the masonry pier construction maximizes the potential size of window openings. Regularity of bays in the structure engenders consistency of the size and placement of fenestration promoting even lighting and ventilation. This uniformity not only serves the pragmatic but also the aesthetic in providing a sense of organization and dignity to the elevations of the mill. Oversized, 6.5' wide x 12' high, windows of paired, 18-pane, fixed-sash beneath paired, operable, 6-pane transoms set in segmental-arched, angled openings, largely cover all elevations. Prior to the rehabilitation, nearly all window openings on the main mill were either in-filled with framing that left only the transoms exposed or accommodated undersized, residential-type, replacement windows. Slightly smaller, original windows, comprised of paired, 15-pane, fixed-sash, beneath paired, operable, 6-pane transoms, remained only in main floor openings of the Engine Room and Boiler House. In many cases, transoms in these areas had been removed. Replacement windows matching the few extant originals, but with operable sash, were installed during the certified rehabilitation.

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Original plans on file for Cohannet Mill No. 3 include only very basic floor plans and section drawings. They do not credit a designer and no record of a contractor has been located. Details and materials are not provided, but standard mill construction is evident. Masonry pier walls support heavy timber framing; joist-less floors of heavy planks beneath the finish floor and laid directly on wooden trusses and similarly-designed, wide, shallow-pitched roofs covered with tar and gravel. Steel roof beams or trusses are found only in the roof of the one-story boiler house.

This structure of Cohannet Mill No. 3 adheres closely to the construction guidelines of the Associated Factory Mutual (AFM) Fire Insurance Companies. Among the other features characteristic of the slow-burning system found in Cohannet Mill No. 3 mill are compartmentalization of the interior; enclosed, vertical spaces for the belt tower and dust chimney, fire-resistive doors and hatches and an absence of hidden, hollow spaces. Remnants of original fire escapes remained on the south elevation, but had been completely removed from the north elevation.

Departures from the recommended guidelines or typical mill construction are also found in Cohannet Mill No. 3. Even on some early mills, stairs were isolated to a projecting tower or "porch," to eliminate vertical avenues in which a fire could spread. Eventually, the towers also included standpipes and hoses to aid in firefighting. At Cohannet Mill No. 3, stairways were confined only by frame partitions on the lower levels and were completely open on the third floor. Rather than the wooden posts with cast iron caps characteristic of the slow-burning construction system, cast iron columns with cast iron caps are utilized in Cohannet Mill No. 3. Although they had been used in textile mills since the middle 1820s, cast iron columns had literally fallen into disfavor after the 1860 collapse of the Pemberton Mill in Lawrence, Massachusetts. Analysis of that failure revealed the strength of cast iron was compromised by the vibration generated by textile-making machinery. In addition, although noncombustible, iron columns, unless insulated, were also known to lose structural integrity in the heat of a typical fire. As a result, mill engineers had subsequently returned to the perfection of wooden structural systems for textile mills.

Fire suppression as well as prevention was also an important feature of slow-burning system. In compliance with the recommendations of factory mutual insurance companies, hoses and buckets of water were in general supply and a wet system of Grinnell automatic sprinklers, which had become standard in AFM mills by the1890s, was utilized throughout Cohannet Mill No. 3. Night and Sunday watchmen were employed. To insure adequate water reserves, eight-inch water pipes with 6-inch branch lines fed by the city main crossed the site leading to six, double hydrants. Insurance maps indicate chemical fire extinguishers and two, twelve-inch water pipes running from the Taunton River to a well in the Engine House which supplied a 1,000-gallon, Blake Duplex fire pump were added between 1898 and 1908.

Main Mill

The principal portion of the 3-story, 30 x 9 bay, main mill measures 426' x 107'; separated by a fire wall is a 3-story, 107' x 107' Picker Room. Although multi-tenanted for a number of years, Cohannet Mill No. 3 remained in the control of a single owner. In 2004-2005, the main mill, engine and boiler rooms were the subject of a certified rehabilitation in which they

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were adapted to 64 units of affordable housing and approximately 19,299 square feet of commercial office and retail space. The shallow-pitched roof of the whole expanse is emphasized by a wooden cornice. A metal covering on support blocking had been applied to the wooden cornice. The cornice beneath the metal casing is comprised of exposed rafters (from which decorative brackets were removed at time of cladding), vertical fascia, angled bracing to support a large, outfacing, crown molding attached to the underside of the roof deck. Smaller crown molding along the underside of the decking enframes each expanse between the exposed rafters. The metal enclosure was removed and the cornice was restored in the certified rehabilitation. Original pedestrian entries were limited to two: one in the westernmost bay of the south elevation; the other in the thirtieth bay of the north elevation. Each accessed stairways. Both entries have been altered. On both the long (north and south) and the east side elevations of the Main Mill, several widow openings had been converted (often with the lowering of sills and instillation of brick in-fill at the upper portions and) to loading docks or pedestrian entries and have been variously surmounted by industrial canopies. These modifications were reversed in the rehabilitation. Window openings were restored and fitted with replacement sash in the certified rehabilitation.

Historical photographs of the mill focus on the south elevation (Photo Nos. 1, 14 and 22), but little in the design distinguishes it as the facade. In bay 15 (from the southwest corner), a 3-story, 10' 6" x 12' 10" tower housed the only water closets for each floor. Its exterior is differentiated on each level by a smaller, but identically detailed, segmental-arched windows. Paired, 6-pane sash windows punctuate each level of its south elevation; half-width, but full-length, single, 18-pane, fixed-sash windows beneath a single, operable, 6-pane transoms are located on its side (east and west) elevations.

The original, pedestrian entry in bay 1 had been modified with the addition of brick in-fill to lower the upper portion and allow the installation of a modern, commercial, metal-and-glass door assembly with transoms and sidelights. The regularity of the remainder of this elevation had been interrupted by similar modifications made to window openings in Bays 6 and 10. Frame in-fill enclosed the upper part of the windows, sills have been lowered to allow pedestrian access over new stairs to commercial, metal-and-glass door assemblies with transoms and sidelights sheltered by small, metal canopies. A modern, concrete loading dock including front stair access and metal canopy (partially removed) nearly spaned Bays 16- 20. Brick in-fill and overhead doors had been installed in Bays 18 and 20. The main residential entry of the rehabilitated mill is located in this area (Photo Nos. 24 and 25). The existing overhead door and brick in-fill was removed from Bay 20 and the first floor window opening in Bay 21 was lowered to floor level. Sheltered by a tube steel canopy and replacement transoms these openings allow access from a brick-faced stair and ramp to the new recessed entry fashioned of glass and aluminum storefront assembly. Window sash and spandrels had been altered to accommodate a pedestrian door in Bay 23. An exterior door and bulkhead accessing the basement had been created in Bay 28. Both were removed in the rehabilitation. A projecting, rectangular, 7' 8" x 21' 4" dust chimney continues to occupy the easternmost, two bays of the south elevation.

The regularity of the long north elevation (Photos No. 3, 4, 16, 17, 18, 19 and 20) of the main mill is interrupted by projecting flues or vents built into projecting brick channels that span the full width and almost full height of the masonry piers. Beginning in the third bay from each end, they are spaced four bays apart. Each incorporates a granite watertable at each story. Bays 38, 39 and 40 on the first floor are blank; the windowless space denotes the interior expanse of the

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waste room. Modern alterations largely consisted of the creation of loading docks in former window openings. A loading dock, including lateral stair access and canopy, nearly spaned Bays 1-6. It included a pedestrian door in Bay 3 and a metal overhead door in Bay 6. An overhead door with canopy and concrete loading dock with front access stair had been installed in Bay 10. Overhead doors with canopies occupied Bays 22 and 27. Each of these modifications were restored to window openings with replacement sash.

A fire wall at the east end of the main mill separates the picker room. In-filled window openings on the third floor of this wall confirm the 2-story original height of picker room. Insurance maps and advertising photographs indicate the third floor was seamlessly added to the Picker House end of the main mill before 1898. An original loading dock which remained on the first floor in Bay 31 became the entry for commercial space (Photo Nos. 18 and 19). A replacement transom was installed above a new recessed entry (exterior vestibule and vestibule) of glass and aluminum storefront assembly accessed by a concrete ramp and stairs with painted steel railings. A similarly-designed, residential entry, sheltered by a steel canopy, was fashioned at the loading dock in Bay 22 of the north elevation (Photo Nos. 19 and 20)..

The west elevation (Photo Nos. 2 and 15) of the main mill facing Ingell Street remained nearly intact. Frame infill, as previously described, had been installed in the window openings and the loading dock at the center bay on the first floor, but original, double-leafed, heavy timber, diagonal-plank doors remain in the loading docks at the center bay of the second and third floors. Each loading dock is protected by a granite sill. A new, residential entry, similar to that installed on the north elevation was created in the opening of the former loading dock in the center bay of the first floor of the west elevation. Also noteworthy are the shaped, granite bollards at each corner of the building.

On the east elevation (Photo Nos. 5 and 21), window openings in the first (southernmost) and seventh bays had been converted to a loading docks, the first with an overhead door the latter with double-leafed doors. A concrete platform with lateral ramp on the north and south spanned the fifth through seventh bays. Original loading dock doors remained in place above the granite threshold in the fifth bay of the second level, but had been replaced with a modern, wooden, flush-panel, double-leafed door on the first floor. As on the east elevation, a new, residential entry, similar to that installed on the north elevation, was created in the opening of the former loading dock in the first floor of the east elevation. Three transoms without windows and a doorway in the ninth and tenth bays on the first level denote the waste room.

The first floor of the main mill west of the fire wall was devoted to carding. The upper levels in this area were utilized for mule spinning. In the section of the main mill east of the fire wall, most of the first floor was used as a picker house. In that area of a textile mill, partially-cleaned, loosened bunches of baled cotton were placed into a group of devices called a blending machine, synchronized to combine proportioned amounts of varying grades of cotton. Matted cotton and waste yarn, salvaged from other operations, was fed into a waste machine which beats, separated and fluffed them in preparation for reuse. Cotton from the blending and waste machines was fed into the breaker picker which also partially cleaned the raw cotton by beating and fluffing and created wide sheets of loosely-matted cotton called *lap* which is further cleaned and fluffed by the finisher picker. The process produced highly-combustible dust which created a major fire hazard. As a result, picker houses were often isolated to freestanding buildings apart from other operations. But at Cohannet Mill No. 3, the firewall, dust chimney and automatic sprinkler system allow the picker house to be adjoined so as to be undifferentiated from the main mill.

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Along the north elevation of the first floor, two other functional areas were walled off from the picker room; a waste room existed in the northeast corner, defined on the exterior of the east elevation by windows the size of the transoms and a doorway at ground level and on the north elevation by a blank wall area curtailed by the first vent channel. It is separated by a single bay from the next walled-in space, the store room serviced by the loading dock which remains in Bay 31 of the north elevation. The second floor of the area east of the fire wall was used for winding, the third floor for speeding and spinning.

Engine Room and Boiler House

The 1 ½ -story, 6 x 7 bay, 71' x 73' 10" Engine Room (Photos No. 1, 7, 22 and 23) is attached to the main mill by a single bay, 1- story, 9' 6" x 38' hyphen which housed the belt wheel. The original, wooden cornice on the nearly-flat roof of the Engine Room remains exposed and intact. A 24' x 32', approximately 14'-high monitor (not original to the building; date unknown) comprised of 2 masonry and 2 metal-shingle clad, frame walls with 8 window openings was removed in the certified rehabilitation. It stood adjacent to the smoke stack which has been shortened (date unknown). On the west elevation of the Engine Room in the fourth bay from the southwest corner, a modern, gable-roofed, wooden porch and wooden stairs had been added to shelter an original doorway where frame in-fill and a modern, aluminum and glass door had been installed (date unknown). Other than the frame in-fill of window openings, the 7-bay, south elevation of the Engine Room remained intact. The single opening on the E elevation had been converted (date unknown) to a loading dock with concrete platform and modern, overhead door beneath an oversized transom.

On the south elevation of the 1-story, 5 x 4-bay, 48' 10" x 53' 8" Boiler House (Photos No. 6, 7, 21 and 22), all openings had been altered. The westernmost window bay (Bay 1) had been has been enlarged and modified with brick in-fill and wood framing to create an entry with a modern, wooden door. The brick and wood-frame in-fill and modern, 6-panel wooden door was removed from the westernmost bay of the south elevation. In the certified rehabilitation, a replacement transom and new, recessed entry of aluminum storefront assembly similar to the main entry was installed. The opening in the fourth bay has been in-filled with brick to allow installation of wooden framing and louvered panels. Replacement sash and transoms were installed in the window openings. On the east elevation of the Boiler House, a large opening had been created near the southeast corner and fitted with a flush-panel, double-leafed door. This opening was in-filled with brick in the rehabilitation. On the northern end of the east elevation, a larger opening where frame in-fill and a sliding door had been installed of the Boiler House a new pedestrian entry with concrete stairs has been created. Mezzanine levels with stairs which had been added in demised sections of the Boiler House were removed. The north elevation of the Boiler House has been incorporated into a single-story addition (date unknown) to meet the south elevation of the main mill and the west elevation of the dust chimney.

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Store House

Southwest of the main mill stands a 4-story, former cotton Store House which remains substantially unaltered. A wooden cornice, similar to that on the main mill engine and boiler rooms, emphasizes the broad, nearly-flat, pitched roofline. The west elevation (Photos No.8 and 13), facing the mill yard, is blank except for a double-leafed, iron door at ground level set into a segmental-arched opening with radiating voussoirs. The north and south elevations (Photo Nos., 8, 9, 12 and 13) are nearly identical. Both are punctuated on each level by four, small, segmental, double-row, lock arches fitted with four, horizontal-pane sash. The south elevation (Photo Nos. 8 and 9) is distinguished by an additional row of such fenestration at ground level where the north elevation is blank. Full-width across the rear (east) elevation (Photo Nos. 10 and 11) is a loading dock which served the rail siding which extended from the rear of both buildings to the line of the former New York, New Haven & Hartford Railroad which serviced the site. Previously, a freight platform also extended in a curve from the store house to beyond the middle of the rear elevation of the main mill.

The upper two floors of the east elevation of the Store House are divided into seven bays by the same fenestration. A doorway for the loading dock centers the east elevation. Like the doorway on the west elevation, it is detailed with radiating voussoirs. Although metal plates have been applied, double-leafed, heavy timber doors remain. Interior floor clearances are low, such as fire insurance officials recommended for warehouses with heavy stock, to prevent goods from being piled so high that floors were overloaded.

Archaeological Description

While no ancient Native American sites have been identified on the mill property, sites may exist. Four ancient sites are known in the general area (within one mile). Environmental characteristics of the property represent locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of ancient sites. The mill occupies a level to moderately sloping riverine terrace at a sharp bend in the Taunton River; a documented regional locus for Native settlement. Soils in the area are classified as urban land indicating their natural characteristics have been altered or obscured by urban development making identification impossible. Given the above information and the extent of industrial development on the 6.57 acre lot, a low to moderate potential exists for locating ancient Native American resources on the property. Undisturbed or truncated Native resources may survive in buried areas under rail lines and paved locations.

A high potential exists for locating historic archaeological resources on the mill property. Structural evidence may survive from four late 19th buildings originally built on the mill property. A small, 1-story, office building located close to Ingell Street was demolished sometime after 1950. Two outbuildings, a storehouse (also used as an oil shed) and a shed (later used as a hose house) originally located in the mill yard area were removed between 1937 and 1950. Another outbuilding, originally used as a blacksmith shop, survived south of the freestanding store house until at least 1950. Trash areas may also exist anywhere on the mill property.

(end)

Cohannet Mill No. 3
Name of Property

Bristol, MA
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

x **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

_ **B** Property is associated with the lives of persons significant in our past.

x **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

_ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

_ **A** owned by religious institution or used for religious purposes.

_ **B** removed from its original location.

_ **C** a birthplace or grave.

_ **D** a cemetery.

_ **E** a reconstructed building, object, or structure.

_ **F** a commemorative property.

_ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Architecture

Community Planning and Development

Period of Significance

Ca. 1890-1956

Significant Dates

1890

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

x preliminary determination of individual listing (36 CFR 67) has been requested **HPCA #13,290**
_ 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:

x State Historic Preservation Office
_ Other State agency
_ Federal agency
_ Local government
_ University
_ Other

Name of repository:

Narrative Statement of Significance

Representative of the period in the history of the City of Taunton when cotton textile production was the largest industry in the local economy, Cohannet Mill No. 3, constructed in 1890, is the last of three mills erected in the community by the Cohannet Mills Corporation, locally noted at the time to be the largest producer of cotton yarn in New England. Mill No. 3, the only survivor of the three Cohannet Mills, is also one of a diminishing number of industrial buildings in Weir Village where several factories (including a nearly-identical mill formerly located several hundred feet farther north on Ingell Street), demonstrative of the area's manufacturing heritage, have been partially or completely demolished. Comprised of the Main Mill, adjoining Engine House and Boiler Room, and a free-standing Cotton Warehouse, the property is devised according to precepts recommended by officials of the Associated Factory Mutual Fire Insurance Companies. Invented in New England and widely employed throughout the region, this system came to be known as "slow-burning construction." Cohannet Mill No. 3 retains integrity of location, design, setting, materials, feeling, association and workmanship. In recognition of its historic associations with turn-of-the-twentieth-century textile manufacture and of its architectural significance as a well-preserved example of "slow burning mill construction," Cohannet Mill No. 3 meets criteria A and C with a local level of significance for listing in the National Register of Historical Places.

The City of Taunton, located 45 miles south of Boston and 30 miles east of Providence, Rhode Island, covers an area of 52 square miles. The community developed from an agrarian hinterland into a major industrial city and regional political center. Initially, small local industries grew in scattered locations throughout the town. Expansion and consolidation of these specialized centers during the rapid industrialization of the 19th century created a heterogeneous community comprised of a diversified, inland industrial core, with industrialized shipbuilding and a commercial port at Weir Village, the northernmost point of navigability on the Taunton River. Weir Village emerged as the site of Taunton's 19th century coastal trade as well as the manufacturing center of its best-known products: iron, copper, brick, and stoves.

The original grant of land at Taunton was made in 1638. The fifth settlement in southeastern Massachusetts initially known as "Cohannet," Taunton was first mentioned in the records of Plymouth Colony in 1639 with boundaries established a year later. White settlement began ca. 1637. After short stays in Boston, Braintree, Charlestown, Cambridge, Dorchester, Plymouth or Salem, settlers, primarily from Dorsetshire, Devonshire and Gloucestershire in England, moved in, prompted by the rapid population of the Massachusetts Bay area.

Between the 1650s and 1690s, bog iron was discovered at Scadding's Pond near the present boundary with the Town of Raynham. A small industrial base, involving saw and grist mills, a fulling mill, a forge, and iron ore extraction facilities was already established by the late 17th century. Sites of these manufacturing concerns spawned early localities outside the town center, the primary focus of settlement. Possibly predating 1675, the Bristol Path, (Rocky Woods Street, Tremont Street, and Providence Road) leading to the county seat, expanded the network of indigenous routes (the Bay Path following Bay Street and perhaps Weir Street and Somerset Avenue with a possible secondary branch through the area of Weir Village) providing another major overland transportation route. Development of public landing places on the Taunton River advanced shipping of hay, lumber and livestock.

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From the late 17th century through the 18th century, Taunton gained ascendancy as both an industrial and a political center in southeastern Massachusetts. Taunton's regional primacy was confirmed by the middle of the 18th century when it replaced Bristol, Rhode Island as the county seat. By the end of the 18th century, a network of roads connected Taunton to surrounding communities.

The Taunton River, however, provided the impetus to both industrial and agricultural development. Navigability of the Taunton River made Weir Village (located on the west bank of the Taunton River at the "Great Ware," a dam about one mile south of the Town Center) an inland port for sloops in the coastal trade and a locus for shipbuilding. The first shipyard for the construction of small sloops opened in 1699. Early interest in shipping was promoted by local topography which limited agricultural production. Utilizing large, untilled pasturage, Taunton farms focused on breeding livestock. Staples such as wheat and Indian corn were imported. The Taunton River also provided a natural vehicle to transport the agrarian products of neighboring towns and the manufactured output of Taunton. Both were shipped from the port at Weir Village.

Throughout the 18th and 19th centuries, active river trade grew with the exchange of locally-extracted iron and lime deposits as well as poultry, grain and the other agricultural produce of river towns for the products of eastern seaboard ports. Weir Village attracted a cluster of houses by 1727. Around mid-century, the removal of large rocks from the river improved passage. New enterprises, a brick yard (ca. 1750) and a stoneware pottery (ca. 1772), introduced in the 18th century later helped advance another important industry, stove manufacture, which rose to importance in the village during the 19th century.

During the Federal Period (1775-1830), land along the river at Weir Village became occupied by shipyards, iron foundries, and brick factories. A grid of perpendicularly-oriented, intersecting, numbered streets filled with residences. Economic constriction, engendered by the English restriction of trade with the West Indies in 1782 and by the Depression following the Revolutionary War, was briefly relieved when the lifting of state debt in 1790 regenerated local trade, industry, and commerce. By 1800, coasting vessels annually freighted 3,000,000 bricks, 800 tons of ironware, and 700 tons of nails out of Weir Village in trade oriented to Newport, Providence and New York. Commerce again declined after the Embargo Act of 1807 and the War of 1812, but recovered after peace in 1814.

Between 1805 and 1824, the beginnings of corporate industrialization fostered the growth of company villages in Taunton on the Mill River (Hopewell, Britanniaville, and Whittenton) and Three Mile River (Oakland, Westville and East Taunton) with factories around which working and middle-class housing developed by the end of the 19th century. Sparse agricultural settlement continued elsewhere in a widely-scattered pattern. Overland communication expanded greatly with the interconnection of older local routes and the initiation of turnpike construction after 1800. The Taunton and South Boston Turnpike (Broadway, Route 138) arrived ca. 1806. The Taunton and Providence Turnpike (Winthrop Street, Route 44) opened in 1826. The Taunton River, however, remained a major transportation route during the Federal Period during which population surged from 3,804 in 1790 to 6,042 in 1830.

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Industry continued to expand in the mill villages during the Early Industrial Period (1830-1870). Advances in transportation further stimulated development. Improvement of the local road system enhanced functional relationships between the various parts of town. Opening the Erie Canal in 1835 allowed a large volume of grain to be shipped from the Erie Basin in Brooklyn via Weir Village to be sold to local poultry farmers. Continued use of the Taunton River and inter-community routes, such as Bay Road (Bay Street), Bristol Path (Tremont Street), Somerset and Weir Streets, augmented by the opening of three railroad lines (Taunton Branch Railroad, 1835; the New Bedford Railroad,1840; and the Middleboro Railroad, 1853) accelerated connections beyond town borders. Taunton Green emerged as a focus of commercial and county activity. An increasingly- commercial Main Street connected it to Church Green, where local civic, religious and high style residential areas converged. Taunton's population more than tripled from 6,042 in 1830 to 18,629 in 1870. In 1855, the foreign-born element reached 3,381: 2,610 Irish; 430 English and 107 Canadians.

Iron manufacture continued to dominate local industry in the 19th century, but silver production and britanniaware as well as textiles, especially cotton spinning, gained importance. The first successful American process for manufacture of britanniaware was introduced in Taunton in 1824. Local experimentation with alloys and pioneering production of silver holloware and castings earned the community international acclaim by the end of the century.

Taunton's first reported cotton mill, known as the "Green Mill," established in 1806, is considered the earliest textile mill in the county (excluding the plants of Samuel Slater & Co., and the Pawtucket Cotton and Oil Manufacturing Co. built in the part of Rehoboth which was ceded to Rhode Island in 1861). Several other cotton factories began operations during the Federal Period (1775-1830). By the Early Industrial Period (1830-1870), cotton mills were among Taunton's largest enterprises. Five cotton mills produced goods valued at between $300,000 and $350,000. The dominant local industries in 1860 included production of locomotives, machinery, cotton textiles, ferrous metals, and silver.

Taunton incorporated as a city in 1864. Military needs during the Civil War increased demand for materials produced by all local industries ushering in a period of expansion which lasted until 1920. Nearly all of Taunton's industrial properties date to the years surrounding the Civil War. The building boom prompted by Taunton's burgeoning manufacturing activity generated a proliferation of related businesses such as planing and molding mills, lumberyards, sash and blind makers. None of the early industrial stock of small iron ore extraction facilities and agrarian-related grist, saw and fulling mills is known to survive. Extant mill complexes typically form the core of distinct industrial villages which grew to house the increasing immigrant populations in the workforce, with include worker housing, stores and chapels provided by mill owners. The Cohannet Mills differ in that Cohannet Mill 1 (1874) and Cohannet Mill 2 (1881) are located adjacent to each other on the Mill River in Taunton Center. Mill No. 3 (1890) was built by the corporation 1.5 miles away in Weir Village.

Expansion during the 19th century was pronounced in Weir Village which benefited from a dramatic growth in shipping and manufacture. New iron foundries, machine shops and factories for the production of stoves were founded. Continuation of older industries, such as the manufacture of brick, copper, firebrick and stove linings increased demand for coal, clay and pig iron imported from ports at New York, Baltimore and Philadelphia. By the 1850s, several industrialists controlled most of the real estate and businesses in Weir Village. After the Civil War, shipping companies

(continued)

switched from an antebellum concentration of trade in grain, West Indian products and agricultural goods to the nearly exclusive transport of coal, clay, and lime. Shipbuilding continued. The value of the 60, three and four-masted, coal schooners constructed in Weir Village between 1870 and 1895 exceeded that of any other single industry in Taunton at the time. The village grew with the development of sailors' boarding houses and other high-density, multi-family, residential development.

A new generation of cotton mills developed in Taunton during the Late Industrial Period (1870-1915). Several new firms were established. One of four cotton mills formed in 1874, Cohannet Mills was incorporated with capital of $100,000 raised by a group of local entrepreneurs. They erected and equipped a 2-story, brick, 330' x 50', cotton spinning mill (Cohannet Mill No. 1, demolished 1998) on the banks of the Mill River on Adams Street in Taunton Center. The land was acquired from Charles L. and William C. Lovering. Both were sons of Willard Lovering, who had been a cotton mill superintendent until 1836, when he became managing agent and joint owner of a then small cotton factory, the Whittenton Mills in Taunton. After financial pressure forced the Whittenton Mills to suspend operations in 1857, Willard Lovering and his son Charles L. Lovering purchased all the property. They successfully reorganized and operated the business. A few years before Willard Lovering's death in 1875, all three of his sons, Charles L., William C. and Henry M. Lovering, assumed control of all the Whittenton Mill property. Charles Loughead Lovering , was treasurer of the Whittenton Manufacturing Company and another corporation which controlled large mills in Lowell and Georgia. William Croad Lovering (b. 1834; d. Washington, D.C., February 4, 1910) is listed in the local directory as a cotton goods manufacturer in 1874. He was elected state senator the same year. In that office, he was credited with advancing requisite legislation for development of the Taunton water supply. He was also instrumental in establishing the ten-hour work day in Massachusetts. William C. Lovering also served in Congress as a representative from Massachusetts from 1897 (12th District 1897-1903, 14th District 1903-10) until his death in 1910. During his term of office, he was recognized as an expert on tariffs. Both William and Charles Lovering are credited with promoting industrial interests, particularly textile manufacture in Taunton and beyond. Although not an officer of the organization, William C. Lovering is cited in his obituary as having been actively involved in the establishment of the Cohannet Mills.

The original officers of Cohannet Mills were: president, John E. Sanford, listed in the local directory as a counselor; treasurer, C(harles) L. Lovering and clerk, E. B. Maltby. Four years later (1878), Edward B. Maltby was elected treasurer after the resignation of C. L. Lovering. Directors on June 9, 1874 were: John E. Sanford; George A. Field, president of A. Field & Sons, a tack, nail and shoe nail factory; Charles D. McDuffee, superintendent of the Whittenton Manufacturing Co.; Saul W. Eddy, foreman of W. Mason's Machine Works; and Edward B. Maltby, listed in 1878 as a manufacturer at the Cohannet Mills.

After studying law under his elder brother, Baylies Sanford of the Taunton law firm, Sanford and Morton, John Elliot Sanford (b. Dennis, Mass., November 22, 1830; d. Taunton, Mass., October 11, 1907) was admitted to the bar in 1856. He was elected to the State House of Representatives in 1863 and to the Senate a year later. In 1866, he was appointed Insurance Commissioner. Returning in 1871 to the State House of Representatives, Sanford was elected Speaker for three successive terms. Between 1882 and 1892, he was chairman of the State Harbor and Land

(continued)

Commission. Subsequently (1892-1899), he was chairman of the Railroad Commission. His more than thirty years in public life also included local civic office in Taunton where John Sanford served as school committeeman, alderman, city councilman, and as a member of the Board of Sinking Fund Commissioners. In business, beyond his involvement with the Cohannet Mills, John Elliot Sanford was president of the Taunton Oil Cloth Company, the Taunton Gas Company, and the Taunton Savings Bank, and a director of the Taunton National Bank. He also acted as trustee of Bristol Academy.

In 1881, capital at Cohannet Mills increased to $200,000. A larger, 3-story, (365' x 72') second mill (Cohannet Mill No. 2, demolished 1998), was constructed on the same premises (at the corner of Adams and Shepard Streets). In 1890, continued success of the firm increased capital to $600,000 and lead to construction of Cohannet Mill No. 3 at Weir Village. The largest of the three Cohannet Mills, it was located a mile and a half away from the original plant.

Cohannet Mill No. 3 is defined as a mutual risk property on the 1893 Sanborn Map of Taunton. Associated Factory Mutual (AFM) Fire Insurance Companies were owned by policyholders and primarily insured textile factories in New England. They issued construction, management, and fire prevention standards intended to reduce loss. Recommendations for the ideal mill, termed "standard mill construction", were first complied in 1878. This system evolved by the companies came to be known as "slow-burning construction." Properties which conformed to these fire resistive properties were entitled to reduced rates.

The site of Mill No. 3 was at least partially controlled before 1850 by Le Baron Church, a grain and provisions dealer (Hezekiah W. Church & Co.). His house was located on Ingell Street; his business was nearby on West Water Street. Another building is also shown on the site on an 1851 map of Taunton. Set farther back from the road along the river bend, it is attributed to Thomas Peabody, variously listed in 1850 and 1855 as a laborer and as a teamster. In 1855, Thomas Peabody is recorded as residing on Berkeley Street. Le Baron Church remained associated with the future site of the mill at least through 1881.

At the time of the construction of Cohannet Mill No. 3, textile production had become Taunton's largest industry. Eight firms produced goods valued at $2.7 million. Cohannet Mills was one of the main producers of cotton yarn. Local historians described the Cohannet Mills as the largest business in that line in New England. Cohannet Mills No. 1 and 2 included 30,000 spindles for the manufacture of hosiery yarns. Cohannet Mill No. 3 was scheduled to open in August of that year with 35,000 spindles.

Shipping from Weir Village began to decline in 1890s. Taunton emerged as a rail center for the county while the increasing size of vessels required a draft that gradually exceeded the depth of the Taunton River. Navigation of the Taunton River switched to pleasure craft. The population of Taunton stabilized at about 37,500.

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Industrial expansion continued in Taunton after the turn of the century until it peaked in 1920. Textile production in New England, however, began to decline in the early 1900s. By that date, a number of the city's older industries had already been sold to absentee syndicates. In 1899, the Cohannet Mills corporation was dissolved. Although the factories were separated in ownership, the buildings remained known locally as "the Cohannet Mills" for a number of years. The Cohannet Mills were first taken over by the New England Cotton Yarn Co. This New Bedford syndicate, incorporated in 1899, at the time also owned the Globe Yarn Mills and the Sanford Spinning Co. in Fall River, Massachusetts; the Bennett Spinning Co., Howland Mill, New Bedford Spinning Co. and Rotch Spinning Corp. in New Bedford, Massachusetts, as well as the Nemasket Mills and the Cohannet Mills in Taunton. With $10 million in capital, the New England Yarn Co. operated 650,000 spindles in its various branches, all producing cotton yarn.

In the early 1900s, Cohannet Mill No. 2 was enlarged by adding 100' to the rear of the building. In 1904, a dye house, the first in the city (previously, all dying for the mills was done in Fall River), was built to the rear of Mill No. 1. During the First World War, the Adams Street factories were bought by the Manhasset Co., maker of automobile tire fabric and yarn. In March 1924, Cohannet Mills Nos. 1 and 2, a garage and dwellings owned the Manhasset Co. were purchased by Eyans, Fraser and Blackway Company of Fall River. This firm gradually leased the two mills to multiple tenants so that by 1929, they housed eight different enterprises: Noyes Perkins Co., processor of wool and silk and manufacturer of wool batting; Taunton Weaving Co., manufacturer of silk dress goods; Fargo Aluminum Co., fabricator of aluminum household utensils; Pepler Weaving Co., weavers of rayon crepe, twill and taffeta; Howe Waste and Packing Co., makers of journal and armature packing for street and railroad cars; Hastings Signal and Equipment Co., makers of clearance warning devices used in railroads; Craftswoven Fabrics Inc., manufacturers of novelty curtains; and Parlyn Manufacturing Co., fabricators of lampshades, lamps, waste paper baskets, and other novelties.

The final occupant of the Adams Street factory was the Rennie Curtain Company, founded in 1934 as a family business in the basement of the Taunton home of owner, Clayton B. Rennie. At its peak, the Rennie Curtain Company had $50 million in annual revenues and employed 600 workers. The business was sold to Arley Merchandising Corporation in 1986 which moved the operation to the South in November 1996 eliminating 170 local jobs. The real estate, which had been retained in a trust, remained vacant until sold for $60,000 on October 15, 1998 to Costello Dismantling Company of Middleboro which razed them shortly thereafter.

In 1917, Cohannet Mill No. 3 was purchased from the New England Cotton Yarn Co. by Nemasket Mill Corp. of New Bedford which at the time owned many mills. Its officers were all from New Bedford: president, William M. Butler; treasurer, Edward H. Cook; agent, Thomas F. Glennon; superintendent, Joseph R. Glennon. In 1923, Nemasket Mill Corp. sold Cohannet Mill No. 3 to the Butler Mills whose officers overlapped with those of the Nemasket Mill Corp: president, William M. Butler; treasurer, Morgan Butler; agent, James Adams; superintendent, Joseph R. Glennon. The Nemasket (Taunton) division of the Butler Mills continued to specialize in spinning. Production, shipped to the New Bedford mills, initially occupied the entire mill and employed 300 workers.

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By the 1920s, Taunton, like the rest of the Northeast, was afflicted with the exodus of the textile industry to the South. In 1919, eleven cotton goods firms employed more than 3,400 operatives to generate 42 percent of total local manufactured production. Employment in the industry fell sharply by 1924 to 2,200 workers in nine firms. Although cotton yarn, dyes and cloth continued to be produced, newer industries in Taunton focused on the production of items such as aluminum and metal novelties, rivets, drills, jewelry and rubber heels. Still, a majority of the 100 local factories which employed 6,154 industrial workers remained involved in stove and cotton manufacture related enterprises. During the early years of the Great Depression (1934) employment in cotton manufacture collapsed to only 583 in three firms. By 1940, limited recovery had advanced employment to 1,077 workers in five firms.

Utilization of Cohannet Mill No. 3 reflects these trends. Nemasket Division was no longer operating by 1937. By 1950, the factory housed Western Auto Supply Co. Robertson's Factories resumed spinning in part of the mill during the 1970s and 1980s, but subsequently also ceased operations. Mill No. 3 also came to be occupied by multiple tenants. The warehouse was left vacant. In 2004-2005, Cohannet Mill No. 3 was the subject of a certified rehabilitation.

Slow Burning Construction

The system of slow burning construction[1] utilized at Cohannet Mill No. 3 was introduced as a less expensive, fire resistive, American alternative to the British fireproof "iron and brick arch" systems developed in the late 18th century as a defense against fire hazards posed by mechanized textile production. Combustible stock and numerous sources of ignition made textile mills particularly hazardous. British designs relied on expensive, non-combustible construction materials and techniques. As a result, even in Britain fireproof systems were used in only a minority of British textile mills or warehouses before the middle of the 19th century. The typical owner built fireproof structures to house only for the most hazardous operations or valuable stock. The vast majority of mills had conventional timber frames.

Slow burning construction or standard mill construction originated in New England, where the American textile industry was most concentrated. Americans did not rely on noncombustible materials and rarely even built fireproof rooms. A slow burning construction system evolved over the first part of the 19th century. Its features combined concepts of fire prevention, containment, suppression and loss limitation. Builders and owners developed new ideas to create timber-framed, masonry buildings that would burn slowly and could be extinguished quickly with fire fighting equipment kept on site.

Characteristics of the system were formalized ca. 1880 by an association of mutual fire insurance companies (collectively known after 1888 as the Associated Factory Mutual Fire Insurance Companies, [AFM]) which exclusively served New England factories, primarily textile mills. The mutual fire insurance companies (owned by policyholders) set standards and only insured properties in compliance with their criteria. Conformity was induced by the offer of lower rates than were available from investor-owned insurance companies. Qualities of slow burning construction were: masonry walls, heavy timber framing, compartmentalization of the interior, and maintenance of fire extinguishing equipment on site. Good management practices, such as proper storage and removal of combustible waste, isolation of the most fire prone operations, and employment of watchmen, were also important.

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Sprinklers, stair towers, exterior ladders, and plank floors became prevalent in New England mills, but were not formulated as parts of a fire-safe mill system until the end of the 1850s when the secretary of Boston Manufacturers Mutual Fire Insurance Company provided a written description of the first-class cotton factory, the type that qualified for the lowest rates. The characteristics listed included: walls of stone or brick; roofing of slate, metal, or shingles laid in cement; elevators isolated within walls; fixed platforms and ladders; steam heat; standpipes and water pails; and sprinklers where necessary. In 1858, more items were added, including plank floors advised to be both deafened and undercoated with plaster.

In the 1880s, Edward Atkinson, who had been elected president of the Boston Manufacturers Mutual Fire Insurance Company in 1878, compiled the current recommendations into a definition of the ideal factory which he termed the "standard mill." Only conforming properties would be covered by his firm. In reports issued by the Boston Manufacturers Mutual Fire Insurance Company in 1881 and 1882, Atkinson publicized the concept of the "standard mill" and coined the name "slow burning construction" for the system. At the same time, Charles J. H. Woodbury, engineer and inspector for Boston Manufacturers Mutual Fire Insurance, wrote the first the first text on fire safety entitled The Fire Protection of Mills.

Modifications to the standards were made based on experimentation and studies of mill fires. A laboratory was established in 1884 to research fire prevention. Although standards evolved, constant characteristics remained: brick walls between windows configured as piers to support the ends of large-timber floor beams, usually 16'-20' long set 8'-10' on center; wooden posts with cast iron caps; and the defining characteristic, subfloors comprised of 3"-4" thick planks, joined by wooden splines to prevent gaps as the wood dried and shrank, and covered with a finish floor of 1.25" thick boards; nearly flat roofs of similar construction to the floors of 2.5"-3" thick planks covered with gravel, duck cloth or tin roofing material; separation of vertical spaces (stairways, belt shafts) from the main floor; fire-resistive covers for hatches and doorways; the absence of hollow spaces where fire could spread undetected or beyond the reach of water.

Fire suppression was also an essential part of the system. Buckets of water; standpipes with hose outlets, provision of an immediate water source (pond, river or reservoir), and internal sprinklers were advised. In the early 1880s, automatic sprinklers were recommended. They became common in AFM mills by the 1890s.

Mill designers continued to use slow burning construction into the early 20th century, but circumstances made it less desirable than newer alternatives. Expanding urbanization encircled factories whose own mill yards increased in density as buildings were added or enlarged. Such overcrowding made the sites vulnerable to sweeping fires against which slow-burning construction could not protect.

Reinforced concrete appeared on a commercial scale in the first decade of the twentieth century and offered several advantages over wood. More rigid than wood, it reduced strain on machinery. It was non-combustible, free from rot or decay, relatively impermeable (an advantage for wet operations and food production); allowed longer, clear spans and, in New England or New York, cost only about 10 percent more than frame construction. At the same time, materials

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required for slow burning mill construction, especially large-dimension lumber, were increasingly expensive. Multistory, slow burning mill construction became obsolete. The AFM companies stopped issuing standards for slow burning construction in 1925.

Archaeological Significance

Any evidence of ancient Native American occupation in the Cohannet Mill No. 3 locale may contribute important information that builds on known subsistence and settlement patterns of Native groups within the Taunton River drainage basin. Decades of research by avocational and professional archaeologists have identified a complex system of interrelated cultural and environmental variables resulting in clustered site distributions that in some areas constitute core areas of intensive Native American landuse and settlement. Ancient sites in the Cohannet Mill No. 3 locale may contribute information that documents the environmental and cultural variability in these clustered and core areas providing further understanding of ancient Native American land use and settlement pattern within the Taunton Basin.

Historic archaeological resources described above may contribute information related to the construction, layout and production at the Cohannet Mills, however, the research importance of that information remains to be documented. Identification, analysis, and mapping of structural evidence and features related to the office building and outbuildings described above can help document the overall layout of the Cohannet Mill buildings and the industrial activities that occurred in them. Identification of outbuildings and detailed analysis of the contents of trash deposits may contribute important information related to the overall textile production process at the mills and the more ancillary activities that took place in outbuildings on the property. Archaeological information from some outbuildings may contribute evidence related to the role of the outbuilding and/or its activities in the system of slow burning construction that characterized Cohannet Mill No. 3 and the threat of fire hazards posed by mechanized textile production.

Endnote

1. Description of the evolution of standard mill construction was taken from The Fireproof Building: Technology and Public Safety in the Nineteenth-Century American City. by Sara E. Wermiel.

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(end)

10. Geographical Data

Acreage of Property 6.57 acres

UTM References See continuation sheet.
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1.	19	326860	4639140
2.			
3.			
4.			

_ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Dianne Siergiej, Commonweal Collaborative, 66 West Street, Leominster, MA 01453

organization Massachusetts Historical Commission date October 2006

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs
Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Weir-Robertson LP c/o Weir Corporation

street & number 120 Ingell Street telephone 508-821-9347

city or town Taunton state MA zip code 02780

Verbal Boundary Description

The boundaries of the Cohannet Mill No. 3 complex are as shown as the bold line on the accompanying map entitled Easement Release Plan, 120 Ingell Street in Taunton, Massachusetts and consists of Lot Number 8 in Block Number 10 on Assessors Map 6-4, City of Taunton.

Boundary Justification

The boundary includes all the property, comprised of one assessors lot, totaling 6.57 acres which represents all extant buildings and the mill yard historically associated with the property of Cohannet Mill No. 3, Taunton, Massachusetts.

(end)

Photograph Identifications

Photograph Numbers 1-13 of Cohannet Mill No. 3 were taken in March 2005 by D.L. Siergiej of Commonweal Collaborative.

Photograph Numbers 14 - 28 of Cohannet Mill No. 3 were taken in June 2006 by D. L. Siergiej of Commonweal Collaborative.

Negatives are on file at the Massachusetts Historical Commission, Massachusetts. Archives at Columbia Point 220 Morrissey Blvd., Boston, Massachusetts.

Photo #1 South Elevation Main Mill and West Elevation Engine Room

Photo #2 West Elevation

Photo #3 West end of North Elevation

Photo #4 East end of North Elevation

Photo #5 East Elevation

Photo #6 East Elevation Boiler House

Photo #7 East end of South Elevation of Main Mill; East and South Elevations Boiler House; and South Elevation Engine House

Photo #8 West and South Elevations Store House

Photo #9 South Elevation Store House

Photo #10 East Elevation Store House

Photo #11 East Elevation Store House

Photo #12 North Elevation Store House

Photo #13 North and West Elevations Store House

Post Rehabilitation Views are as follows:

Photo # 14South Elevation Main Mill and West Elevation Engine Room

(continued)

Photo # 15 West Elevation

Photo # 16 North Elevation

Photo # 17 Western end North Elevation

Photo # 18 Eastern end North Elevation

Photo # 19 Entries North Elevation

Photo # 20 Close up view of westernmost entry North Elevation

Photo # 21 East Elevations Main Mill and Boiler House South Elevation Boiler House, and eastern end of the South Elevation Main Mill

Photo # 22 Foreground L to R: South Elevations Engine Room and Boiler House; Background: South Elevation Main Mill

Photo # 23 West Elevation Engine Room

Photo # 24 Partial View South Elevation showing Main Entry

Photo # 25 Close up view Main Entry South Elevation

Photo # 26 Interior view of Main Lobby

Photo # 27 Interior view of Second Floor Landing overlooking Main Lobby

Photo # 28 Interior view of First Floor Longitudinal Corridor looking West

(end)

DISTRICT DATA SHEET: COHANNET MILL No. 3 TAUNTON, MASSACHUSETTS

Photograph Number	Assessors Map/Block/Lot Number	Resource	Address	Material	Size	Date	Architect/Designer	Type	Status
1, 2, 3, 4, 5, 6, 7 13, 14, 15 16, 17, 18, 19, 20, 21, 22 24, 25, 26, 27, 28	6-4/10/8	1) Main Mill	120 Ingell Street	Brick	3 1/2-story, 426' x 127'	1890	Unknown	B	C
1, 7, 22, 23,	6-4/10/8	2) Engine Room	120 Ingell Street	Brick	1 1/2-story, 71' x 73' 10"	1890	Unknown	B	C
6, 7, 20, 22	6-4/10/8	3) Boiler House	120 Ingell Street	Brick	1 story, 48' 10", 53' 2"	1890	Unknown	B	C
8, 9, 10, 11, 12, 13	6-4/10/8	4) Store House	120 Ingell Street	Brick	4-story, 80' x 80'	Between 1890 and 1898	Unknown	B	C

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Cohannet Mill No. 3

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Bristol

DATE RECEIVED: 10/19/06 DATE OF PENDING LIST: 11/06/06
DATE OF 16TH DAY: 11/21/06 DATE OF 45TH DAY: 12/02/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06001088

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 11-29-06 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Photograph No. 1

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 2

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 3

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 4

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 5

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 6

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 7

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 8

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 9

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 10

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 11

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 12

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 13

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 14

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 15

Cohannet Mill No. 3

120 Ingell Street

Taunton

009_nr · JP9 (572178)

Bristol County, Massachusetts

Photograph No. 16

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

011_MP.JPG (5/2178)


NEW LOCATION
END OF THE ROAD TEES
7420

Photograph No. 17

Cohannet Mill No. 3

120 Ingell Street

Taunton

017_nr · JP9 (572178)

Bristol County, Massachusetts


NEW LOCATION
END OF THE ROAD TEE

Photograph No. 18

Cohannet Mill No. 3

120 Ingell Street

Taunton

015_nr·JP9 (572178)

Bristol County, Massachusetts

Photograph No. 19

Cohannet Mill No. 3

120 Ingell Street

Taunton

013_nr · JP9 (572178)

Bristol County, Massachusetts

Photograph No. 20

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

014_mr.jpg (572178)

Photograph No. 21

Cohannet Mill No. 3
120 Ingell Street
Taunton

018_nr.jpg (572178)
North Bristol County, Massachusetts

Photograph No. 22

Cohannet Mill No. 3

120 Ingell Street

Taunton

019_nr · JP9 (572178)

Bristol County, Massachusetts

Photograph No. 23

Cohannet Mill No. 3

120 Ingell Street

Taunton

023_mr.JP9 (572178)

Bristol County, Massachusetts

Photograph No. 24

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

Photograph No. 25

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

024_mr.jpg (5721781)

Cohannet Mill No. 3

120 Ingell Street

Taunton

Bristol County, Massachusetts

Photograph No. 26


XIT

Photograph No. 27

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

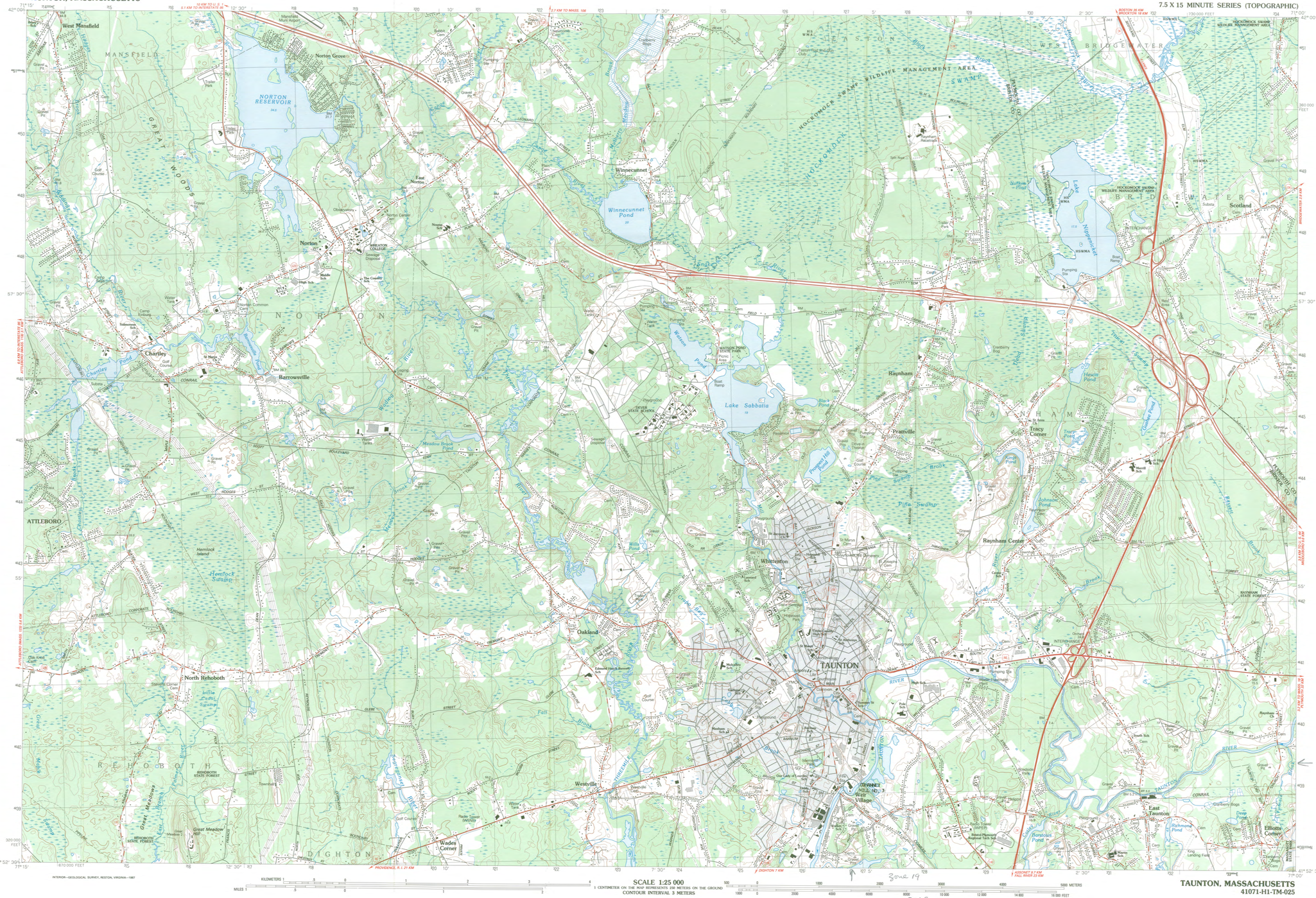
022_nr.JPG (572178)

Photograph No. 28

Cohannet Mill No. 3
120 Ingell Street
Taunton

Bristol County, Massachusetts

021_nr.jpg (572178)



TAUNTON, MASSACHUSETTS

7.5 X 15 MINUTE SERIES (TOPOGRAPHIC)

Cohannet Mill #3

41071-H1-TM-025

Taunton

MASSACHUSETTS

TAUNTON (BRISTOL) MA

1:25 000-scale *metric* topographic map

7.5 X 15 MINUTE QUADRANGLE SHOWING

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

GEOLOGICAL SURVEY

March 3, 1849

1987 11-015

Produced by the United States Geological Survey

Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies

Compiled by photogrammetric methods from aerial photographs taken 1980. Field checked 1981. Map edited 1987
Supersedes Norton and Taunton 1:25,000-scale maps dated 1979 and 1978

Projection and 1000-meter grid, zone 19
Universal Transverse Mercator
10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone. 1927 North American Datum
To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 42 meters west as shown by dashed corner ticks

There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE

Meters	Feet
1	3.2808
2	6.5617
3	9.8425
4	13.1234
5	16.4042
6	19.6850
7	22.9659
8	26.2467
9	29.5276
10	32.8084

To convert meters to feet multiply by 3.2808

To convert feet to meters multiply by 0.3048

DECLINATION DIAGRAM

UTM grid convergence (GN) and 1987 magnetic declination (MN) at center of map
Diagram is approximate

ADJOINING MAPS

1	2	3
4		5
6	7	8

1 Franklin
2 Brockton
3 Whitman
4 Attleboro
5 Bridgewater
6 Providence
7 Somerset
8 Assawompset Pond

ISBN 0-607-23463-6

Topographic Map Symbols

Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road; trail
Route marker: Interstate; U. S.; State
Railroad: standard gage; narrow gage
Bridge; drawbridge
Footbridge; overpass; underpass
Built-up area: only selected landmark buildings shown
House; barn; church; school; large structure
Boundary:
  National, with monument
  State
  County, parish
  Civil township, precinct, district
  Incorporated city, village, town
  National or State reservation; small park
  Land grant with monument; found section corner
  U. S. public lands survey: range, township; section
  Range, township; section line: location approximate
Fence or field line
Power transmission line, located tower
Dam; dam with lock
Cemetery; grave
Campground; picnic area; U. S. location monument
Windmill; water well; spring
Mine shaft; prospect; adit or cave
Control: horizontal station; vertical station; spot elevation
Contours: index; intermediate; supplementary; depression
Distorted surface: strip mine, lava; sand
Bathymetric contours: index; intermediate
Perennial lake and stream; intermittent lake and stream
Rapids, large and small; falls, large and small
Submerged marsh; marsh, swamp
Land subject to controlled inundation; woodland
Scrub; mangrove
Orchard; vineyard

A pamphlet describing topographic maps is available on request

FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1987

KILOMETERS 1 .5 0 1 2 3 4
MILES 1 .5 0 1 2

SCALE 1:25 000
1 CENTIMETER ON THE MAP REPRESENTS 250 METERS ON THE GROUND
CONTOUR INTERVAL 3 METERS

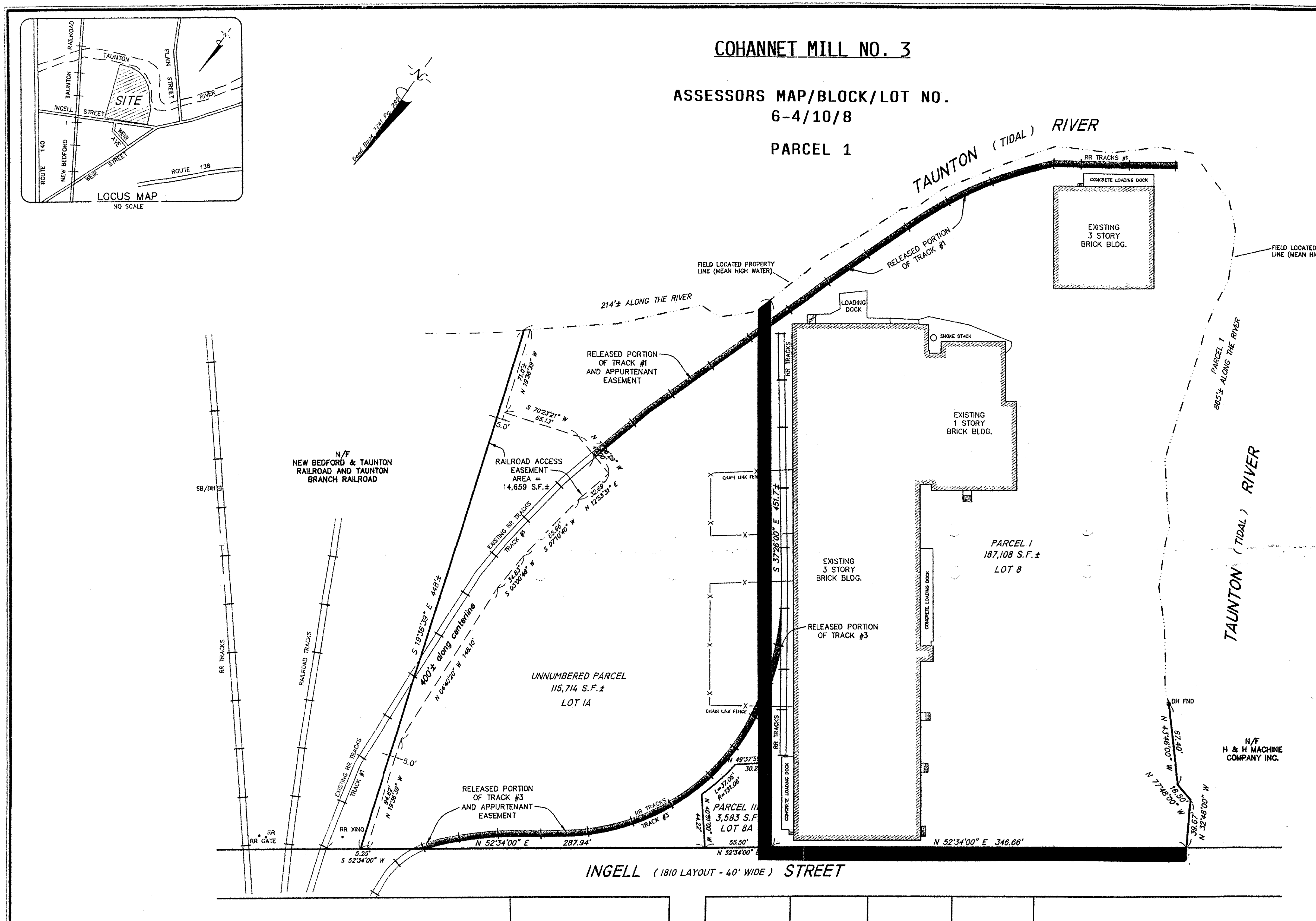
500 0 1000 2000 3000 4000 5000 METERS
1000 0 2000 4000 6000 8000 10 000 12 000 14 000 16 000 FEET

Zone 19

326860 4369140

TAUNTON, MASSACHUSETTS
41071-H1-TM-025

1987


COHANNET MILL NO. 3
ASSESSORS MAP/BLOCK/LOT NO.
6-4/10/8
PARCEL 1
LOCUS MAP
NO SCALE
SITE
TAUNTON
RIVER
PLAIN STREET
INGELL STREET
WEIR AVE
WEIR STREET
ROUTE 138
ROUTE 140
NEW BEDFORD
TAUNTON RAILROAD
TAUNTON (TIDAL) RIVER
FOR REGISTRY USE ONLY
RR TRACKS #1
CONCRETE LOADING DOCK
EXISTING
3 STORY
BRICK BLDG.
FIELD LOCATED PROPERTY
LINE (MEAN HIGH WATER)
RELEASED PORTION
OF TRACK #1
214'± ALONG THE RIVER
LOADING
DOCK
SMOKE STACK
RELEASED PORTION
OF TRACK #1
AND APPURTENANT
EASEMENT
EXISTING
1 STORY
BRICK BLDG.
PARCEL 1
865'± ALONG THE RIVER
N/F
NEW BEDFORD & TAUNTON
RAILROAD AND TAUNTON
BRANCH RAILROAD
RAILROAD ACCESS
EASEMENT
AREA =
14,659 S.F.±
S 70°23'21" W
65.13'
CHAIN LINK FENCE
S 37°26'00" E 451.7'±
PARCEL I
187,108 S.F.±
LOT 8
TAUNTON (TIDAL) RIVER
EXISTING
3 STORY
BRICK BLDG.
CONCRETE LOADING DOCK
RELEASED PORTION
OF TRACK #3
400'± along centerline
S 19°35'39" E 448'±
UNNUMBERED PARCEL
115,714 S.F.±
LOT 1A
EXISTING RR TRACKS
RAILROAD TRACKS
RR TRACKS
DH FND
N/F
H & H MACHINE
COMPANY INC.
RELEASED PORTION
OF TRACK #3
AND APPURTENANT
EASEMENT
RR TRACKS
TRACK #3
PARCEL III
3,583 S.F.
LOT 8A
RR XING
RR GATE
N 52°34'00" E 287.94'
S 52°34'00" W
N 52°34'00" E 346.66'
INGELL (1810 LAYOUT - 40' WIDE) STREET
WEIR AVE.
N/F
ALEXANDER
ORTIZ
N/F
BRAIN & FRANCESA
CODY
N/F
MARIA T.
FREITAS
N/F
KEVIN & GAIL
SULLIVAN TRS
N/F
SALLY & JOHN
LANE TRS
RECEIVED
MAR 15 2004
ROJAS GROUP, INC.

NOTES:

1. SITE IS SHOWN TO BE IN A FLOOD ZONE AE (EL.13) AND FLOOD ZONE X, AS DEPICTED ON FEMA FLOOD MAP 250066 0008C DATED: JUNE 18, 1987

2. ASSESSOR'S REFERENCE: WARD 6: PLAN 4: PARCELS :8, 8-A, 1-A

3. THIS PLAN WAS DRAWN AS THE RESULT ON AN ON THE GROUND SURVEY PERFORMED BETWEEN NOVEMBER 15 & 19 2002.

4. THE TRACK LINES DEPICTED AS "RELEASED" ON THIS PLAN REPRESENT TRACK 1 AND 3 SHOWN ON THE PLAN ENTITLED
NEW YORK, NEW HAVEN AND HARTFORD RAILROAD
REAL ESTATE AND RIGHT OF WAY DEPARTMENT
LAND IN TAUNTON, MASS.
TO BE CONVEYED TO PAUL M. CUSHMAN
SCALE: 1"=100' DATED: MARCH 1951
BOOK 1615 PAGE 848

0' 40' 80' 120'

NOT TO SCALE

OWNER
Mello Investment Trust
43 Taunton Green
Taunton, MA
Book 7741, Page 292
Assessor's Parcels: 10-8, 10-8A & 10-1A

I HEREBY CERTIFY THAT THE PROPERTY LINES ON THIS PLAN ARE THE LINES DIVIDING EXISTING OWNERSHIPS, AND THE LINES OF THE STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW LINES FOR DIVISION OF EXISTING OWNERSHIP OR FOR NEW WAYS ARE SHOWN.

I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMANCE WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

PROFESSIONAL LAND SURVEYOR 2/20/04 DATE

EXHIBIT B (EASEMENT RELEASE PLAN)

120 INGELL STREET
IN
TAUNTON, MA

SCALE: 1"=40' DATE: FEBRUARY 20, 2004

AABERG ASSOCIATES INC.
Professional Land Surveyors
80 Washington St. Unit C-17, Norwell, MA 02061, Phone (781) 878-6161, Fax (781) 878-9383
4480 Acushnet Avenue, New Bedford, MA 02745, Phone (508) 995-6678, Fax (508) 995-6617

Revisions:

Drawn By: FDR
Checked By: DLA
File Name 144-02.DWG
Job No. 02.144

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

October 17, 2006

Dr. John Roberts
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW 8th Floor
Washington, DC 20005

Dear Dr. Roberts:

Enclosed please find the following nomination form:

Cohannet Mill No. 3, 120 Ingell Street, Taunton (Bristol), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Sincerely,

Betsy Friedberg

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: William F. Hanna, Taunton Historical Commission
Dianne Siergiej, Preservation Consultant
Weir-Robertson LP
Mayor Robert G. Nunes, City of Taunton
Kevin Scanlon, Planning & Development Office

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.sec.state.ma.us/mhc