

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED SEP 3 1985

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

AND/OR COMMON

Lowell National Historical Park

2 LOCATION

STREET & NUMBER Multiple

Mailing Address: 169 Merrimack Street

__NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Lowell, Massachusetts

___ VICINITY OF

5

STATE

CODE

COUNTY

CODE

Massachusetts

025

Middlesex

017

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input checked="" type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(if applicable)*

National Park Service

STREET & NUMBER

15 State Street

CITY, TOWN

STATE

Boston,

___ VICINITY OF

Massachusetts

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Northern Middlesex County Registry of Deeds

STREET & NUMBER

Gorham Street

CITY, TOWN

STATE

Lowell,

Massachusetts

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Report: Lowell National Historical Park and Preservation District
Cultural Resource Inventory by Shepley Bulfinch Richardson & Abbott

DATE

1980

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

National Park Service, 15 State Street

CITY, TOWN

STATE

Boston,

Massachusetts

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Lowell National Historical Park, authorized by Congress on June 5, 1978, represents an innovative concept in the National Park System. The concept minimizes federal property ownership and provides for the preservation of historically significant structures through other public agencies and the private sector. The Park's enabling legislation also empowers the Secretary of the Interior to provide funding and technical assistance through the Lowell Historic Preservation Commission to cooperating owners of historic properties in order to develop and/or preserve significant resources according to Department standards and in ways which complement Park development. The Lowell Historic Preservation District surrounds the Park as a buffer zone and enables federal assistance in the preservation and revitalization of Lowell, while the Park consists of the areas intended for intensive visitor use in the interpretation of Lowell and its canal system.

The Park includes within its boundaries the 5.6⁷ mile power canal system, a portion of the central business district, and three major mill complexes. The area within the Park boundaries totals 134 acres, but present plans envision direct National Park Service ownership of only a handful of buildings, with other property remaining in private hands. The District includes the mills or mill sites of most of the rest of the major textile corporations, the remainder of the historic central business district, and areas along the Concord River where smaller factories flourished outside the main waterpower system.

There are 895 properties within the Park and Preservation Districts. They are classified as follows:

- 308 residential buildings
 - 147 single family
 - 62 duplexes
 - 99 multiple family
- 210 commercial buildings
- 130 buildings within textile mill complexes
- 27 other industrial structures
- 16 schools
- 9 churches
- 24 government buildings
- 92 vacant lots
- 33 components of the canal system
- 11 bridges
- 37 miscellaneous structures (theaters, parking garages, playgrounds, etc.)

In terms of condition, the properties (excluding the canals) are classified according to 1979 data as follows:

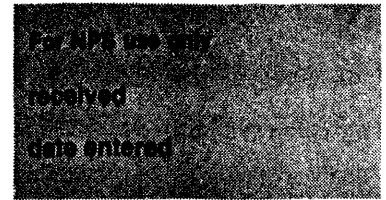
- 56 excellent
- 412 good
- 244 need minor repair
- 70 need major repair
- 8 derelict

In terms of period, the properties (excluding the canals) are classified as follows:

- | | |
|------------|----------|
| 3 pre-1820 | 93 1870s |
| 20 1820s | 78 1880s |

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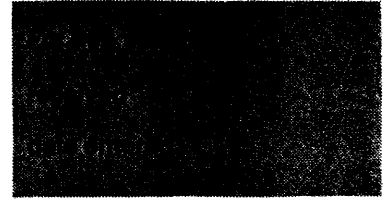
44 1830s	122 1890s
78 1840s	166 1900-1925
45 1850s	45 1926-1950
27 1860s	67 post-1950

The Park and the District's most important historical resources are the canal system, the remaining major mill complexes, and the central business district's nineteenth century commercial buildings. The District also includes elements of other historic industrial enterprises, particularly along the Concord River. Residential properties within the District represent most of the range of styles, forms, and periods of Lowell's architectural history, but these houses generally fall short of Lowell's historic houses outside the District in quantity, quality, and concentration.

All properties owned or leased by the National Park Service (except one) are included in at least one of three existing historic districts on the National Register of Historic Places: City Hall Historic District, Locks and Canals Historic District, and Merrimack-Middle Street Historic District. Park-owned and leased properties are listed below:

Old City Hall (City Hall H.D.): The most important early municipal building in Lowell, this structure has served combined government/commercial functions. Constructed in 1830 by the town of Lowell, the building served as the town's (and later the city's) principal meeting hall. However, alterations to the building in 1854 resulted in its conversion to a municipal office building. A private party acquired the building in 1896 and made major changes to the interior and exterior of the structure to facilitate its commercial use, and it has continued to serve a commercial function. There are stores on the first floor; the second and the third floors are vacant; and the cellar is used for storage. The building bears little resemblance to its original Greek Revival appearance. In 1854, a third floor was added, and the first floor level was lowered to the present sidewalk elevation. A one-story brick addition was built on the south side in 1886. Ten years later the owner rebuilt the second and third floor partitions, modernized the first floor partitions to include the one-story western addition, and drastically altered the facades to their present Colonial Revival appearance.

Presently, the storefronts have large display windows, enframed with enameled metal panels. A few elements of late nineteenth century cast iron storefronts are still visible beneath the current treatment. Tall openings spanning both floors still accommodate the main windows of the upper floors, but the openings have been changed from the original ones. In addition, the main facade has gained narrow windows at each end and flanking the central window, and a pediment like central facade gable, set with an ornate fanlight. The narrow windows on the second floor display broken-scroll pediments, while the third floor windows either have triangular pediments or are round arch-headed, with keystones. On the central panel between the second and third floor windows is the inscription: "Old City Hall Building 1830-1896." The other panels have swags in relief. Above the central window, just below the fanlight,

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is an entablature with relief swags. The panels, pediments, and other trim are painted white. At the corners of the building are brick pilasters with white-painted Doric capitals. Such pilasters were an early feature of the building, topped with a plain, projecting brick frieze. The frieze is now broken by the tops of the third floor windows. The west side of the building is also formally finished. A double central window on the second floor is flanked by projecting bay windows. On the third floor are three small square windows. A cornice enclosing the gable as a pediment, at the center of which is a fanlight window. Visible atop the roof are the lower portions of paired chimneys. The rear wall features a range of double windows on the floors above the projecting first floor addition. On top of the rear addition in the center of the main block is a small, square, second story addition. Fire escapes span the rear wall. The eastern wall features what is apparently original fenestration. Three bricked-up rectangular windows appear on the ground floor, and three longer windows span floors two and three. The lower three quarters of the central window have been bricked over. The flanking windows feature wooden aprons which divide the long narrow openings into two windows. The eastern gable has two small, square windows in its center.

Kirk Street Agents' House (Linus Child House) (City Hall H.D.): Constructed between 1845 and 1847, this 2½-story brick duplex, with basement, is a significant example of early corporate housing in Lowell. The structure was built by mill workers under the supervision of James H. Rand. The structure was a residence for corporate agents of the Massachusetts and Boott Cotton Mills until 1901. Since that time it has served as a roominghouse, YWCA, school offices, medical clinic, and classrooms. A number of changes have been made to the original bearing brick walls and granite foundations. Brick and frame additions were built and later removed, except for the frame addition on the south unit. The addition on the south unit was repeatedly renovated during the 20th century. Partitions on the inside of the building have been added and some have been removed; some mantles have been taken out and replaced; and all finish material in the third floor of the north unit was removed following a fire. A boiler plant and stack were built behind the north unit, and a tunnel was dug under Kirk Street to connect the plant to the high school. The high school and boiler plant have severely altered the setting.

The Linus Child House was built as an agents' house for the Boott and Massachusetts Companies. Greek Revival in style, it is a double house of brick with brownstone trim, set on a high granite basement. The parapet-linked double chimneys at the end walls and at the center of the roof, along with its basic form relate it to the contemporary boarding houses. However, the use of brownstone for its sills, lintels and trabeated doorways distinguishes it. The cornice with its unornamented, projecting frieze and brick dentils adds a decorative touch to an otherwise severe building.

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Moody Street Feeder Gatehouse (Merrimack Gatehouse) (City Hall H.D. and Locks and Canals H.D.) One of the finest canal structures in Lowell, the Merrimack Gatehouse was built in 1848 as part of an improvement to the Lowell canal system. The gatehouse contains three sluice gates that controlled the flow of water from the Western Canal through the new Moody Street Feeder to the Merrimack Canal, increasing the water supply to the Merrimack Mills and regulating the flow to the Boott Mills. For a short time in 1972, the structure housed the Dandy Lion Flowershop. Since 1976 it has been the site of Lowell's Bicentennial headquarters/visitor center, the Lowell tourist center, the NPS visitor information and interpretive center.

The building extends approximately sixty feet along Dutton Street and the Merrimack Canal. Its southern facade gable faces Merrimack Street. The waters of the Moody Street Feeder flow through the three granite arches on which this structure rests. Incised into a granite block between the southern and central arches is the date "1848." The Merrimack facade has an entrance bay and a single window bay. The Dutton Street facade features a central entrance bay flanked by three window bays. The northern facade is two window bays wide, and the eastern facade has seven window bays. The cornice features brick dentils. Chimneys are situated at the ridge near the end walls. The gate house's three sluice gates are manually operated with counterweighted, rack and pinion equipment, which is original except for the weights. Those were added in 1853. Despite its rather diminutive scale, the Merrimack Gatehouse occupies a commanding position in the downtown streetscape. The effects of its canal-side site is maximized through considerable length compared to width and its crisp detailing (including locally unusual use of Flemish bond brickwork).

Boott Mill (Locks and Canals H.D.): This millyard was constructed and then adapted over a 100-year period by the Boott Corporation, the eighth of ten original major textile corporations in Lowell. Of these original millyards, the Boott Mill complex is the most intact surviving example of the first phase of Lowell's mill construction. All four of the original 1835 mills in the Boott millyard survive as part of an interconnected series of mill buildings. The 1835 company office and counting rooms also survive in their original exterior form. The balance of the complex which is composed of later additions, is also significant because it demonstrates the evolution of the earliest Lowell mills to meet the needs of expanding an increasingly restrictive site, bound by a canal and the river. The Boott Mill complex is one of the few corporations that managed to expand on its site while retaining and enhancing the architectural quality of the mill's principal courtyard. The clock tower and belfry, completed circa 1865, are part of this later phase of construction and survive today as one of the most memorable architectural monuments in Lowell and as a symbol of the park. The Park Service owns two buildings in the complex which (will) house a variety of exhibits. They are Mill #6 and the Countinghouse.

The No. 6 Mill is an "L" plan structure consisting of two sections which are labeled on insurance surveys as No. 6 East (74 feet on the Eastern Canal X 113 feet on Bridge

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Street) and No. 6 West (238 feet on the Eastern Canal X 48 feet). Italianate in design, the building contains equal-size bays, each of which contains a single window with an arched brick hood at each story. Octagonal stair towers rise at the northwest corners of No. 6 East and No. 6 West, providing important focal points within the main millyard. Each tower's walls are framed by brick piers and divided horizontally by corbelling at the top of the second and fourth stories; narrow windows with arched hoods are set in the center of the tower's wider faces. Both towers were originally six stories high and had entries with hoods on wooden brackets; only that of No. 6 West remains, that of No. 6 East having been partially blocked by brick. The sixth story and (cast iron) cresting of each tower was removed after 1932 (Insurance Survey). Other alterations to the No. 6 Mill include the rebuilding of the cornice on the west elevation of No. 6 West and the restoration of the mill's windows (12/12 sash). On the mill's millyard (interior) elevation the inner corner of the "L" plan is occupied by a five story brick addition built after 1921. Along the Bridge Street side of No. 6 East is an enclosed railroad bed which enters the building by means of a bridge across the Eastern Canal. Originally the opening for the tracks (which extend to a coal pocket) was one-bay wide, with an arched head resembling window hoods. In 1927, the entry was enlarged into a rectangular opening, one-and-one-half stories high, occupying the eastern three bays of the building's canal elevation. At the same time, the present steel bridge was installed.

Straddling part of the millyard entry, the brick Counting House (100' on Eastern Canal X 30') is the only building to remain substantially unchanged from the millyard's initial development. Fenestration of the structure is irregular, consisting of closely spaced windows at the building's east end and more widely spaced windows at the west end. The building's north elevation also contains irregular fenestration, including some apparent blocking of early doorways and the creation of new entries. Many of the windows may have been added or enlarged. The building's original appearance is unknown. The earliest known view of the Counting House dates to ca. 1875, and shows the south elevation's west end much as it is today. Removed since this photo was taken are an entry hood on brackets, louvered shutters, and an apparent interior chimney which rose north of the roof's ridge.

Boott Mill Boardinghouse (H & H Paper Company) (Locks and Canals H.D.): This building was constructed between 1835 and 1838 as one of a series of boardinghouses for operatives of the Boott Mills and represents the physical relationship between mill operative housing and work locations. The boardinghouses were originally three-story traditional brick buildings with gable roofs. Most of them have been demolished, and the H & H Paper Company had been radically altered. Among other changes, the gable roof and part of the third floor had been removed and replaced by a flat roof; the frame outbuildings had been removed; windows had been bricked in; the interior had been gutted and modified; and a new building had been appended to the rear of the building.

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The National Park Service and the Lowell Historic Preservation Commission restored the building to its original appearance in 1984-85 in order to house a series of historical and community exhibits.

Lowell Manufacturing Company (Locks and Canals H.D.): This textile mill was chartered on February 8, 1828, to produce carpets and coarse cotton cloth. In common with the other Lowell textile mills, the Lowell Manufacturing Company complex has a complicated reconstruction history, with current buildings dating from the 1880s to the early 20th century. Part of the complex is currently owned by Market Mills Associates. It is used for housing and lease space. The Park Service leases a portion of the space in Bigelow-Lowell Building #2 for the park's information/orientation center.

Forming the north wall of the millyard, Bigelow-Lowell Building #2 was built on the site of the company's Superintendent's House and on the site of an eight-unit boarding house. Building #2 was constructed in 1902 to enlarge the plant's capacity for weaving Brussels carpets. The structure's plan is irregular, built to conform to the company's property line on Market and Gardner Streets. The building design is uniform on all of its 5-story elevations, consisting of one wide undecorated window surrounded with an arched head, paired sash and paired transoms, in each bay at each story.

Suffolk Manufacturing Company (Wannalancit Mill) (Locks and Canals H.D.): Although the complex was one of the earliest textile manufacturing companies in Lowell, the building that now exists date to a later period of construction, beginning in 1848 and ending in the 1880s. The existing structural system of the three mill buildings is the same. They have masonry load-bearing exterior walls with wood beams supported by wood columns (cast-iron columns are on the first and second floors of building 6 and 8). The Park Service leases space in the complex's turbine room in Mill #6 from the Wannalancit Office and Technology Center for use as a hydropower exhibit. Mill #6 measures 282 feet by 58 feet.

MANAGEMENT EXCLUSIONS

Listed below are the Park-owned properties which are not historic and do not meet National Register criteria. Management of these properties will require treatments sensitive to surrounding historic resources in keeping with National Park Service standards.

Jade Pagoda and Solomon's Yard Goods (Merrimack-Middle Street H.D.): These one-story structures occupy adjacent lots on Merrimack Street next to Old City Hall. The Solomon Building is a modern commercial structure that incorporates the foundation of an earlier 4-story building into its construction. The earlier building was destroyed by fire in 1962. The present building is constructed of tan brick and

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is of a rectangular plan. The main facade features a wide display window. A plaque bearing the inscription "Solomon Building 1962" appears in the upper central portion of the Merrimack Street facade. The scale and surface treatments of the structure, along with Jade Pagoda to the west, detract from the character of the nearby Old City Hall, St. Anne's Church, and the Welles Block. The Jade Pagoda Restaurant is a one-story brick commercial structure directly adjacent to the Old City Hall. This structure is of a rectangular plan and has a flat roof. Portions of this building and its foundation are remnants of the 1859 Carlton (Weir) Block. Its main facade features modern display windows and a veneer of concrete slabs.

Dutton Street Parking Lot: This site was excluded from the Locks and Canals Historic District, even though the lot occupies a portion of the former Lowell Machine Shop yard. This company and its corporate ancestors were responsible for equipping Lowell's original textile mills with machinery; the company later became the country's leading manufacturer of textile equipment for a time during the mid- to late-nineteenth century. After several corporate reorganizations, however, machine shop buildings on this site were removed in 1931-33. Following archeological investigations, the existing modern parking lot for National Park Service visitors was constructed in 1982-83.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input checked="" type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input checked="" type="checkbox"/> INVENTION			

SPECIFIC DATES	BUILDER/ARCHITECT
1800 - Present	various

STATEMENT OF SIGNIFICANCE

Lowell, Massachusetts, was America's model industrial city during the first half of the 19th century. Lowell offered the hope that the country would profit socially as well as economically by adopting industrialism as a way of life. The early Lowell system was distinguished by its state-of-the-art technology, the engineers and inventors who worked on its canal system, its mill architecture, enormous production capabilities, rational city planning, and most of all, by its much-heralded work force of Yankee "mill girls." But as industry grew in New England, Lowell's factories aged and became less competitive with newer industrial cities. Profits fell, working conditions deteriorated, and wages were cut. The "mill girls" became disillusioned with the system and were replaced by a succession of immigrant groups eager to find work at any price. The city changed, too, as crowded tenements took the place of Lowell's well regulated system of boardinghouses and as Lowell became a city similar to other New England mill towns. Competition within the textile industry increased continually throughout the 19th century. Eventually, the combination of a cheaper, less unionized work force; newer, more efficient factories and machinery; cheaper real estate; and lower taxes persuaded the textile industry to move south. Eight of Lowell's original ten textile firms closed their doors for good during the 1920s, and the city fell into a depression that lasted through the 1960s. Businesses shut down, real estate prices fell, and unemployment rose. Today, however, Lowell is once again a model for urban development. The city's revitalization has capitalized on its working class, immigrant culture and the pride of its citizens, as well as extensive cooperation among local, state, and federal agencies and the private sector.

Lowell is not, as is sometimes claimed, the birthplace of the industrial revolution in America. Most of the developments associated with this phenomenon in the nation's history had their origins elsewhere. But it was in Lowell that these developments converged in a way that made them revolutionary. Lowell National Historical Park commemorates America's most significant planned industrial city, where new forms of technology, power generation, finance, labor, and industrial organization were combined on a scale that portended today's industrialized and urbanized society.

The importance of Lowell extends well beyond the story of its early years as pioneer and symbol of a new era. The Lowell experience offers unique opportunities to interpret the full socioeconomic, technological, and environmental implications of the industrial revolution, from Lowell's bright beginnings through decades of decline to the present revitalization. Lowell's physical resources include the original 5.6-mile power canal system, major cotton textile mill complexes, and evolutionary streetscapes of commercial and residential structures. Lowell's rich cultural heritage, reflected in the ethnic diversity of its citizens, is equally important.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Shepley Bulfinch Richardson & Abbott Report: Lowell National Historical Park and Preservation District Cultural Resources Inventory (National Park Service, NARO: Boston) 1980

Coolidge, John Mill and Mansion: A Study of Architecture & Society in Lowell, MA, 1820-1865 (Russell & Russell: New York) reissue 1967

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 134

UTM REFERENCES

A	19	309	960	4724	900	B	19	311	290	4723	840
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING	
C	19	309	360	4722	680	D	19	3018	540	4724	160
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING	

VERBAL BOUNDARY DESCRIPTION

The Park includes within its boundaries Lowell's 5.6-mile power canal system, a portion of the central business district, and three major mill complexes. See attached boundary map; area marked in green constitutes the Lowell National Historical Park boundary.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Robert Weible, Historian

June 1985

ORGANIZATION

Lowell National Historical Park

DATE

STREET & NUMBER

169 Merrimack Street

TELEPHONE

(617) 459-1027

CITY OR TOWN

Lowell,

STATE

Massachusetts

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES _____ NO _____ NONE _____

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National _____ State _____ Local _____

FEDERAL REPRESENTATIVE SIGNATURE

Edwin C. Beaman

TITLE

Chief Historian and Federal Preservation Officer

DATE

8/17/85

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

officer

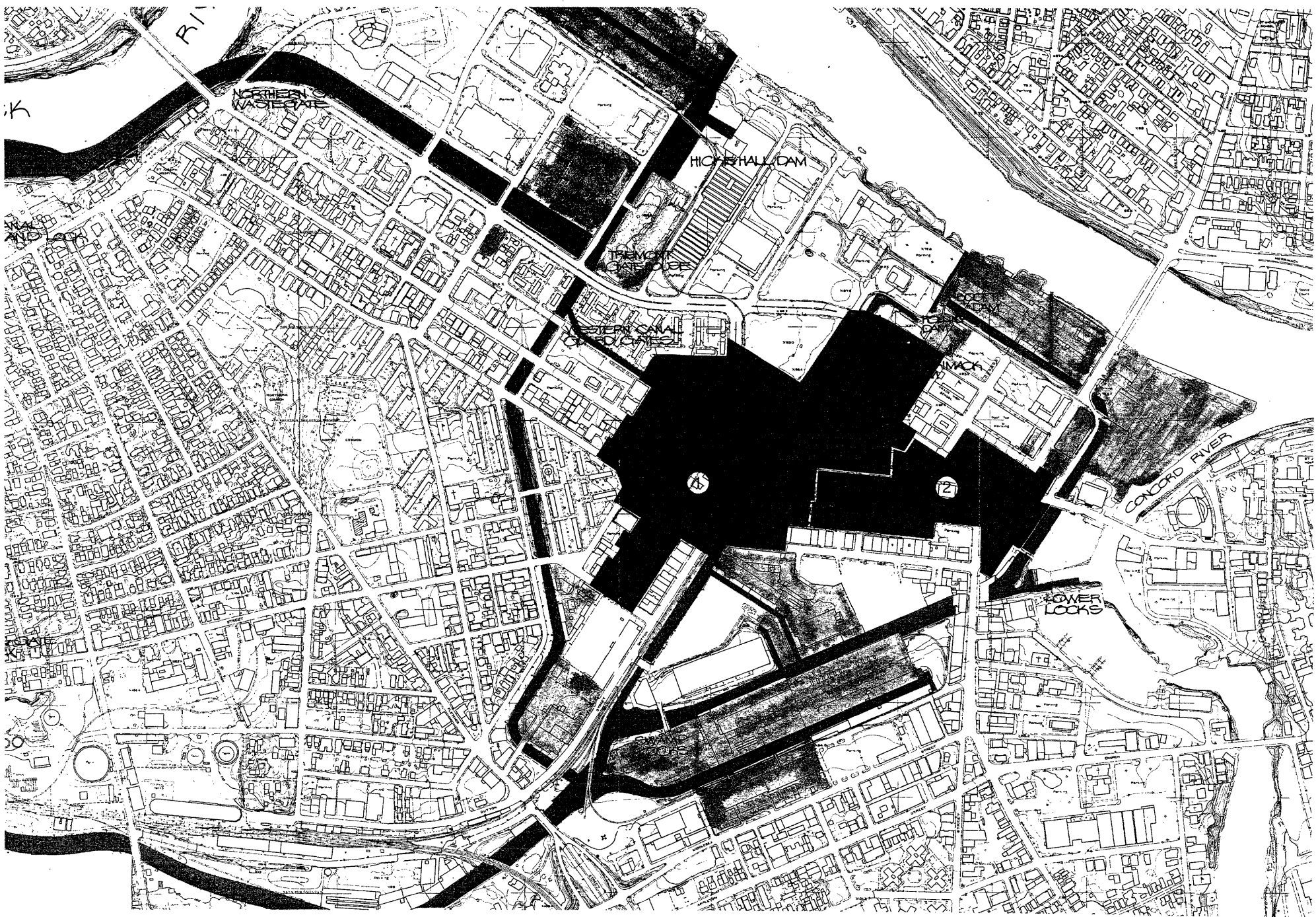
DATE

10/18/85

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

KEEPER OF THE NATIONAL REGISTER



HISTORIC DISTRICTS ■■■ **LOWELL NHP**