

**United States Department of the Interior
National Park Service**

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**National Register of Historic Places
Inventory—Nomination Form**

received MAY 4 1987
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Brockton Edison Electric Illuminating Company Power Station (preferred)

and or common Brockton Edison Company -- Old Power Station

2. Location

street & number 70 School Street N/A not for publication

city, town Brockton N/A vicinity of

state Massachusetts code 025 county Plymouth code 023

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: storage

4. Owner of Property

name (A)OCPC-Regional Operation and Management, Int.
(B)Metro South Chamber of Commerce

street & number (A) 47 West Elm Street
(B) One Legion Parkway

city, town Brockton N/A vicinity of state Massachusetts

5. Location of Legal Description

courthouse, registry of deeds, etc. — Plymouth County Registry of Deeds

street & number Russell Street

city, town Plymouth state Massachusetts

6. Representation in Existing Surveys

title Inventory of the Historic Assets of the Commonwealth # 51
has this property been determined eligible? yes no

date August 1976 federal state county local

depository for survey records Massachusetts Historical Commission

city, town 30 Boylston Street state Massachusetts 02116

7. Description

Brockton Edison Company Power Station, Brockton, Massachusetts

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	(see text)	

Describe the present and original (if known) physical appearance

The Edison Electric Illuminating Company Power Station is a complex of four adjoining brick buildings, varying in size and ranging in date from 1883 to 1907. The complex consists of the original central power generating station (1883) and three subsequent additions (ca. 1884-1886), ca. 1886-1894, and 1907 respectively). The mid-20th century transformer does not contribute to the building's significance. Located in downtown Brockton, the station complex occupies a triangular parcel of land bounded by Montello Street to the east, Lincoln Street to the north, and School Street to the south. The apex of the lot (i.e. the western tip) is a small parking lot.

The complex is set directly on the sidewalks; the site is not landscaped. The western tip of the triangular lot is an asphalt paved parking lot. The station lies in the downtown area of Brockton formerly occupied by several shoe manufacturers. Today the Brockton City Hall (a late 19th century structure) and its parking lot lie across School Street from the power station. An early 20th century bank building and large municipal parking lot lie across Lincoln Street to the north and west of the station. Several 19th century brick factory buildings, formerly engaged in Brockton's active shoe manufacturing industry, lie across Montello Street to the east. Immediately beyond these factory buildings (to the east) are railroad tracks. School and Montello Streets are major thoroughfares in this part of the city, and the site is characterized by heavy vehicular and pedestrian traffic. The topography in this area is slightly uneven, resulting in a variable grade level for the station: the land slopes up toward the west and south from the corner of Montello and Lincoln Streets, but only to a small degree.

The original structure, sited at the corner of Montello and Lincoln Streets, was designed by Frank J. Sprague, chief engineer to Thomas A. Edison. The one-story structure, built of brick with a granite foundation (rising approximately one foot above grade level), measured approximately 42 feet in width by 85 feet in length by 22 feet in height. As was necessary in a building intended to house machinery capable of producing electricity on a commercial scale, the structure was almost entirely fireproof; only the hipped roof was of timber frame. The roof appears to have been nearly flat, and a tall metal chimney protruded from a northeast corner of the building. Exterior decorative elements reflected a contemporary Italianate emphasis: arched window and door openings, arched brick window and door drip-moldings, granite window sills, a regular series of raised brick pilasters (widening to a V shape at the top) and raised brick cornice which defined window and door bays all around the structure, and large decorative brackets tucked under the roof's projecting eaves. This building dates to 1883. Today only the east Montello Street and north Lincoln Street facades of this original structure are visible; later additions have obscured the west and south facades.

continued

8. Significance

Period	Areas of Significance—Check and justify below					
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input 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 type="checkbox"/> science		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input 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 type="checkbox"/> social/		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation		
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify)		
				community development		
Specific dates	1883-1907	Builder/Architect	Frank J. Sprague, Engineer			

Statement of Significance (in one paragraph)

The Edison Electric Illuminating Company Power Station, Brockton, is an integral complex of components relating to varying periods of development and varying levels of significance. The original station was the first electric generating plant in Massachusetts, and also the first in the United States to use a three-wire, underground transmission and distribution system. It is an early and well-preserved example of late 19th century industrial construction, especially in its use of fireproof materials and open plan. Each of the three additions (ca. 1884-1886, ca. 1886-1894, and 1907 respectively), in turn, is a well-preserved example of its type, and was built to accommodate the expansion of the electricity industry of Brockton. (A transformer, added to the complex in the mid-20th century, does not contribute to its significance.) The station complex, unique to Brockton both in its heyday and today, retains integrity of location, setting, materials, workmanship, design, feeling and association, and it meets Criteria A and C of the National Register of Historic Places on both the state and local levels.

In 1879, Thomas Alva Edison produced the first incandescent lighting system at Menlo Park, New York. This invention proved the potential for a system of electric lighting powered from a central source. The world's first commercial incandescent central power station was built in London and opened January 12, 1882. Nine months later, the first such station in the United States opened on Pearl Street in New York City, operated by the Edison Electric Light Company. Pearl Street Station used a two-wire underground transmission system. With the help of engineer William S. Andrews and British mathematician John Hopkinson, Edison developed a three-wire system; by adding a neutral wire using only 50% more wire. Installing the wires underground, Edison maintained, would reduce the danger from the fire or electric shock and prevent the eyesore of cables strung overhead.

With the success of Pearl Street as a central generating station and the capacity indicated by the three-wire system, Edison began to investigate the possibility of small-scale generating stations. In 1881 the Edison Company for Isolated Lighting was established as a subsidiary of Edison Electric. Under the direction of Edison's chief engineer, Frank J. Sprague, certain small cities and towns across the United States were targeted as potential sites for the construction of small electric power generating stations. The first of these small facilities were constructed in Sunbury, Pennsylvania, a small town which could not afford the expense of underground installation, but did take advantage of the new three-wire transmission system.

9. Major Bibliographical References

see continuation sheet

10. Geographical Data

Acreeage of nominated property 13,000 square feet

Quadrangle name Brockton

Quadrangle scale 1:25,000

UTM References

A 19 334900 4650740
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

see assessor's map

List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state N/A code county N/A code

11. Form Prepared By

name/title Kathryn Cavanaugh and Elizabeth Lampl with Betsy Friedberg, National Register Director, Mass. Historical Commission

organization Boston University date November 4, 1986

street & number 597 Broadway, #4; telephone 396-5534
255 Homer Street 859-5860

city or town Somerville; Newton Centre state Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Valerie Talmage
title Executive Director, Massachusetts Historical Commission date April 28 1987
State Historic Preservation Officer

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

date

Attest:

Chief of Registration

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The eastern facade features six bays formed by the raised brick pilasters and cornice; each bay measures 8 1/2 to 9 feet in width and 18 feet in height. (An additional "half bay," located at the southernmost end of this facade, adjoins the first addition to the original station (ca. 1884-1886) but presents no evidence of fenestration.) The fenestration pattern on this facade is irregular and may have been altered from the original. Reading from south to north (or left to right), the first full bay contains a small (approximately 3 1/2 feet wide and tall) 6/6 double-sash arched window, centrally placed at a distance of 5 1/2 feet above the raised granite foundation. This window exhibits the granite sill and arched brick drip molding characteristic of the original decoration of windows on this structure. The second bay is spanned by an arched door opening that begins at grade level (and thus may be missing its original granite sill) and rises approximately 9 feet. Now boarded up, this opening may have originally contained a double door, and probably allowed for the installation of heavy machinery or for fuel delivery; the opening is capped by a raised brick arch. The third and fourth bays repeat the pattern begun in the first bay. The fifth bay contains one narrow door, 3 1/2 feet wide by 9 feet tall, located towards the lefthand side of the bay; scars in the brickwork indicate that once there was a larger arched opening spanning the full width of the bay, much like that in the second bay. The present door contains a blocked transom window, and is capped by the usual brick arched drip molding. Located above it, centrally placed in the top of the bay, is a small (3 feet wide and 6 feet tall), decorated arched window opening, now boarded up. The sixth and final bay on this facade contains centrally placed, long and narrow (4 feet wide by 6 feet tall) 6/6 double-hung sash window with characteristic granite sill and brick arched drip molding; this window begins three feet above the foundation of the building. Above it, repeating a pattern found in the fifth bay, is a similar small arched window opening, of identical size with that in the fifth bay, and also boarded up.

The northern or Lincoln Street facade of the 1883 building contains two wide bays formed by the raised brick pilasters and cornice; these bays each measure 14 feet in width and 18 feet in height. (As is found on the eastern facade, an additional "half bay" is located at the westernmost end of the facade, where the 1920 addition joins the building; this half bay exhibits no evidence of fenestration.) Reading from east to west (or left to right) on this facade, the first bay contains one centrally placed long, narrow arched window opening (4 feet wide by 6 feet tall), located approximately 3 feet above the raised foundation, with characteristic granite sill and arched brick drip molding. Above it at the top of the bay is another, smaller arched window opening (3 feet wide and tall), which is undecorated.

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Both these openings are boarded up. The second bay on the facade contains two window openings, similar in size and decoration to the larger opening in the first bay; scars in the brickwork indicate that the lefthand opening in this second bay was once a larger arched opening, possibly a doorway. Both of these openings are also boarded up.

The interior of this 1883 structure followed an asymmetrical two-room plan; a wooden partition divides the interior space from east to west and is located approximately 20 feet south of the Lincoln Street end of the building. The larger of the two interior rooms held boilers, dynamos, and other large pieces of machinery used to generate electricity; the smaller room held the switchboards and may also have been used for some storage purpose. Both rooms are open from floor to roof, and the structural members of the roof frame are clearly visible. The steel columns supporting these timbers provide the only interruption of interior space aside from the partition; there are two of these supports in the larger room and one in the smaller.

Alterations to this structure include the following: the roof rebuilt as a gable end type, again of timber frame but with narrow steel column supports as mentioned above (the gable end faces north onto Lincoln Street and has a very shallow pitch), and two adjoining skylights were cut into the ridge toward the northern end of the building, letting light into the switchboard room.

Consequently the projecting eaves and decorative brackets of the original structure have disappeared, and were replaced by simple flashing. The metal chimney has also been removed. These alterations probably all occurred during the construction of the first addition (ca. 1885-1903). After the station ceased to function as a generating station (1907) its boilers and dynamos were removed; when it ceased functioning as a substation (1931), its converters and transformers, installed in 1907, were removed. It is unclear how much the Montello Street facade of the building has changed from its original design; a photograph contemporary with the construction of the building indicates a much more regular fenestration pattern (six bays, with an alternating window and door arrangement) on the long side of the building that is indicated by the present configuration of the Montello Street facade. The photograph, however, is unclear as to whether the facade it depicts is in the east or west side of the building, so it is difficult to be certain. Overall, however, the 1883 structure remains in good condition and retains enough of its original features to be considered a well preserved example of its type.

Three additions were made to the original power station during its first twenty-five years of active operations. Two of these-- a large boiler room and a new engine room housing alternating current generators-- were constructed within a decade of the original station (i.e. by 1894), but probably not simultaneously. The third addition, a substation, was built in 1907.

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The Boiler Room (ca. 1884-1886)

The first addition stands at the corner of Montello and School Streets, having been situated immediately to the south of the original granite foundation (which, like that of the original station, rises approximately one foot above grade level), and has a very shallow end gable timber frame roof. The building's most outstanding architectural feature is a large round brick furnace in its southeast corner; access to the interior of the furnace is obstructed by rubbish, but its diameter may measure 10-12 feet. The original height of the chimney stack is unknown, but in 1923 the stack was trimmed to its present height of approximately 15 feet above the roofline for safety purposes, as the furnace was no longer in use. The southeast corner of the building has actually been indented to allow room for the furnace (approximately 32 inches on each side). There is no basement. This addition was probably built within 3-5 years of the original station; a larger boiler room supplying the direct current generators in the original station was needed to accommodate increased loads, and the second floor was used as office space.

The building exhibits very few exterior decorative elements of any kind: granite window sills and a cornice line suggested by three stepped courses of brick (on the south/School Street side only) are its only embellishments, and the building is not associated with any particular architectural style.

Only two of the building's facades are visible: those fronting Montello (east) and School (south) Streets. (Where this two-story addition adjoins the one-story original station, the second floor of the addition's north facade is visible: this wall contains five regularly spaced window openings [two rectangular, three arched] with granite sills, which once gave light to the second floor offices but are now boarded up. The openings are approximately 4 feet wide by 6 feet tall). The Montello Street facade, facing east, measures 51 feet wide, and contains four bays of windows: reading from left to right, the first bay is empty on the first floor but contains a 4 x 6 arched window of 16 lights. The second, third, and fourth bays contain window openings on both the first and second floors; those on the first floor are small, square arched windows of 6 lights, measuring approximately 3 1/2 feet square and located approximately 6 feet above the raised foundation. All except the ground-floor windows in the fourth bay (which is boarded up) retain glass panes. These first-floor windows echo the size and shape of the windows on the east facade of the original station (see above). The second floor windows on bay 2-4 of the east facade are the comparable dimension and appearance to that in the first bay, described above. All window openings on both facades have granite sills. The School Street (south) facade is symmetrical in that about a quarter of it appears to be "missing": this is the result of the indentation of the southeast corner around the furnace. Furthermore, the fenestration on this facade is haphazard and very irregular--so much so that

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describing the configuration of openings in terms of bays is difficult. Altogether, there are five openings on this facade. On the ground floor, toward the left-hand side, is an arched window opening measuring 4 x 6 feet and located approximately 34 inches from the foundation; this opening is blocked by a wooden pane. Centrally aligned below the peak of the gable roof is a large (approximately 10 feet square) arched entranceway, once used to provide access for the wagonloads of coal which fired the boiler/furnace. The door is a vertically sliding piece of corrugated metal. Three window openings pierce the second story: a tall arched window (approximately 4 x 7) is vertically aligned with the window on the ground floor, and the opening is blocked by a wooden panel. (This window is not horizontally aligned with its neighbors--the top of its arch lies about a foot below theirs.) Between this window and the middle of the facade are a pair of 4 x 6 arched windows similar to those on the second floor of the Montello Street facade; these are also boarded up. A large billboard attached to the wall partially obscures the right-hand of this pair of second-story windows.

Because the ground floor of this first addition was planned as a large boiler room, its plan is wide open, with plenty of space for coal bins and other apparatus associated with that function (none of this equipment, except of course for the furnace, survives in the room today). When this addition was built, the south wall of the original building was removed, providing complete access between the generating machinery and the boilers that fueled them. In the boiler room, which has somewhat trapezoidal shape due to the lot configuration, six regularly spaced wooden posts supported the second floor office space; only the joists and beams of the floor remain, and no staircase to the second floor is present. (The use of wooden structural members in a structure housing flammable and burning materials is a bit puzzling.)

Structurally the building is in fairly good shape, although the exterior badly needs repointing (some has been done at the top of the east facade) and some of the bricks are well-worn. There is some cracking visible along the foundation and near the roofline.

The Engine Room

The second addition was built (probably sometime between 1886 and 1894) to accommodate new alternating current generators, which were becoming an industry standard. Stretching the width of the lot from Lincoln Street to School Street, the second addition is located immediately to the west of the original station and the boiler room addition. The elements of the second addition include a 2-story brick building with concrete foundation rising approximately 4 feet above grade (south and west sides only); a flat concrete roof with metal flashing; concrete exterior trim, and interior partitions and supports. There is also a full basement. The building has no chimneys. The north (Lincoln Street), south (School Street), and part of the west facades are visible.

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The north (Lincoln Street) facade measures 42 feet wide and is characterized by 3 bays of large rectangular blind windows, which measure 9 feet wide by 15 feet tall and are plainly embellished with wide concrete lintels and narrow concrete sills. These windows were evidently blind originally; behind them are small rooms which once housed electrical cables, for which there was no need for actual window openings. The design of three bays on this facade echoes the three bays present on the north facade of the original station building. A decorative band of four stepped brick courses runs approximately 1 1/2 feet below the cornice. A small metal sign is attached to the wall in the top of the middle blind window. Two small square roof drains are punched into the cornice, one at each end of the facade.

The south (School Street) facade and that portion of the western facade which is exposed both feature five bays of evenly spaced windows on the first and second floors, separated by brick pilasters which are capped by flat brick capitals. Each bay on the south facade (54 feet wide) features a 12-light window on the first floor (3 feet wide by 6 feet tall) with concrete sill, and a blind second floor window (approximately 3 feet wide by 5 feet tall), slightly recessed into the wall and featuring concrete sill and a concrete keystone in a brick lintel. The fenestration on the western facade (53 feet wide) is identical to that on the south, save for the fourth bay from the left, the entire width and length of which (6 feet wide by approximately 24 feet tall) is occupied by a large, metal double door. The opening is capped by a brick lintel with concrete keystone, in keeping with the other openings on the facade. The doorway was used to allow the installation and removal of the alternating current generators, transformers, and other large pieces of machinery. Like those on the north facade, the blind windows of the south and west facades are original and suggest the symmetry of fenestration without needing the function of real windows. Both the south and west facades also feature a decorative band of four stepped brick courses (punctuated at each end of the south facade by small, square roof drains), located approximately 1 1/2 feet below the cornice. The southwest corner of the building features an unusual open-work decorative brick treatment.

The unusual configuration of the plan for the second addition is more indicative of the limitation of the lot than of the particular functions of the building. However, the interior can be viewed as being divided into 5 sections, each of which correspond to a particular function. (See sketch map.) Section A lies at the northern end of the building, measures approximately 17 by 42 feet, and is divided by concrete partition walls into four 8 by 15 foot rooms. These are flanked by a narrow hall at the eastern end (3 1/2 by 15 feet) and a stair hall (7 by 15) at the western end. An open metal staircase leads both to a basement level and to the second floor, each of which contains another Section A plan. Each of these levels once housed electricians' cables in individual, vertical chambers; the cables have been

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removed, but the chambers and conduits remain. Moving to the south, Section B is a large (41 x 23 1/2) room, open to the ceiling, which once held 2 or 3 alternating current generators (no longer extant). A narrow balcony (accessed from Section A, second floor) runs along the north wall of the room. A narrow open metal staircase runs up the east wall to an eighteen-foot-wide balcony running along the south wall; this balcony narrows to 11 feet in width at the western end of the room. A large skylight punctures the ceiling. The balconies were used for above-ground observation of the operating generators. In the western wall is a low, wide doorway which leads to the third addition. (There is no access between this, the second addition, and the original station or the first addition.) Underneath the eastern balcony is Section C, a 15 x 36 foot area on the first floor divided into three storage rooms of various sizes. Section D (29 x 42), also open to the roof (in which there are two large skylights), is partitioned into eight small cubicles (four on each side) arranged around a central hallway running east to west. Each cubicle once held an electrical capacitor; concrete tracks protrude slightly from each cubicle, which facilitated the installation and removal of this machinery. Each cubicle had a large (approximately 9 feet wide by 20 feet tall) metal door. The western end of the hall is the site of the large exterior doorway mentioned above; over it is a heavy metal crane and tracks, also used in machinery installation and removal. Finally, at the southern end of the building is Section E, a triangularly shaped (approximately 1100 s.f.) storage room, open once again to the roof (approximately 25-28 feet above the concrete floor).

The basement, aside from the northernmost Section A mentioned above, is an unfinished "crawl space," approximately 6 1/2 feet high with a dirt floor. It contains a series of very large pyramid-shaped brick supports (measuring up to 9 x 23 feet at the base), shoring up the first floor with all its heavy machinery.

Structurally the building appears to be in good shape; there is some cracking visible at the southwest corner, especially near the cornice, and the brick supports in the basement have been damaged to varying degrees (in some cases large chunks have been chipped away)--presumably after all machinery was removed from the building and their support was no longer needed.

The Substation

The third and final addition was constructed as a direct-current substation in 1907, and the Edison Electric Illuminating Co. was completing a new, larger generation station in East Bridgewater, Mass. Sited along Lincoln Street to the west of the engine room (second addition), it is a two-story building with steel structural frame, a flat tar/gravel/membrane roof, and no basement. A square chimney protrudes approximately three feet above the northeast corner of the roof. This building protrudes north about one foot from the plane of the other Lincoln Street building sides in this complex. The only decorative elements are concrete window sills and lintels.

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The Lincoln Street (north) facade measures 51 feet wide and contains three bays of paired windows, one pair each per bay per floor. These windows are placed so that they echo the size of the blind windows on the north facade of the engine room addition (see above). With one exception, the windows are paired 12/12 double-hung sash, which fill openings averaging 9 feet wide by 7 feet tall. The one exception is the left-most first floor window, which is partially blocked by a brick panel and an exhaust fan. The first and second floor window pairs are separated by a wide concrete band in each bay. The middle bay is slightly recessed into the wall. The west facade faces the apex of the triangular lot and contains only three window openings: two on the ground floor (4 1/2 by 6 feet, 16 lights each) forming the first and second bay on the facade (no second floor openings above), and one on the second floor in the third bay, of similar dimensions and appearance as the other two on this facade. At the top of the wall in the center is a rectangular metal sign. (A small parking lot fills in the top of the lot). The south facade (facing School Street) contains three irregularly spaced openings on the ground floor: reading from left to right are a 4 1/2 by 6 foot, 16-light window with concrete lintel, located just to the right of the center of the wall; an 8 by 10 foot garage door; and a 4 by 7 foot entrance door, which now serves as the main entrance into the substation and the engine room buildings. On the second floor of the south facade are three bricked-in openings: what appears to have been a long, narrow (4 x 7) window flanked on either side by paired windows similar to those found on the Lincoln Street facade (the size of the opening is comparable.) Each of these openings has a narrow concrete sill and wide concrete lintel. Further to the right on the second floor is another window opening, reduced from a size similar to the wide openings adjacent to it, which now contains a 16-light window. A steel beam is embedded in the brick in place of a window lintel, and a metal slide is attached to the bottom of the sill. The east facade abuts the engine room addition and is not visible.

Inside, the first floor plan reflects the open space needed for operation of the large machines that transformed high-voltage alternating current electricity into low-voltage direct-current power. Six steel posts support the second floor. A wide doorway in the east wall leads to the engine room building next door. A narrow, relatively new wooden staircase runs up the south wall to the second floor office and maintenance space; the second-floor plan is composed of five rooms of varying sizes, separated by concrete partition walls, most of which feed into a small central hall which runs in a north-south direction.

This building has a serious problem with a leaky roof; the membrane is evidently damaged and has been for some time, for large cracks in the second floor ceiling are plainly visible in several of the rooms. The constantly dripping ceiling has caused water damage to the floor to the first floor ceiling below as well. Other than the roof, however, the building itself seems structurally sound.

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Noncontributing Element

A final feature of the site, not relevant to the 1883-1907 period of significance, is a working electrical transformer, located in the open space between the substation and the School Street boundary of the property. A 12-foot brick wall of mid-20th century construction encloses the transformer on the west and south, leaving only enough room for a drive-in entrance to the complex. The transformer is maintained by Eastern Edison, which owns a right-of-way for this portion of the lot and will continue to do so.

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Brockton, on the other hand, was a prosperous city with a stable and healthy economy stemming from its successful shoe manufacturing industry and a burgeoning population. It also had a reputation for innovative public works, especially improvements to the infrastructure such as inland sewer disposal systems and grade crossings for railroad lines. Finally, it was a newly incorporated city, and one within easy reach of Boston. All of these circumstances led to Edison and Sprague's choice of Brockton as a recipient of one of these early isolated generating stations.

On March 5, 1883, the Edison Electric Illuminating Company of Brockton was organized with a capital outlay of \$100,000. A group of Boston investors, led by William Lloyd Garrison, Jr. (son of the abolitionist), financed the venture. The first service area was chosen in downtown Brockton, bounded on the east by the railroad, on the west by Byron Avenue, on the north by Prospect Street and on the south by Lawrence, Winthrop, and Belmont Streets--a little less than a mile in area. By May of 1883 the site for the power station, at the corner of Montello and Lincoln Streets, had been chosen; construction began in July and was completed by the end of August. Machinery and equipment were installed and tested throughout September--with Edison himself frequently on hand to supervise--and the facility opened on October 1, 1883, with Edison in attendance.

The Brockton station was designed to light a downtown commercial and manufacturing area with 7,000 lights. Service was through direct current at 110 and 220 volts. Initial equipment for the station included two boilers, two engines, three dynamos, and wiring--Brockton could afford to invest in the more expensive underground wiring, which also saved its famous elm trees. Thus, the Brockton station became the first in the country to prove the viability of a three-wire system laid underground. Fired by steam power, the Brockton plan served nine commercial customers on opening day; within a year Brockton Edison had 108 residential, commercial, and industrial customers.

The Brockton station is associated with a number of "firsts" in the electricity industry. In 1884 the Brockton station lit its first residential customer, the home of a Colonel Whipple on nearby Green Street; this was the first residence in the city to be lit from a central generating station. The first theater to be serviced by a central generating station in the United States was Brockton's City Theatre, which opened in October of 1884. (Previously, exactly two years before, Edison had supervised the installation of an isolated power station in the basement of Boston's Bijou Theatre; Brockton's City Theatre was the first to be lit by electricity produced off the premises.) The Central Fire Station on Pleasant Street in Brockton was the first in America to be electrically lighted; its alarm system was wired so that when an alarm sounded, the entire building automatically lit up and the horses were freed from their stalls. The location of the Brockton station also encouraged the development of Brockton's electric railway system.

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The demand for electricity was so great that other power stations and substations soon appeared all over the United States. Fall River was the second Massachusetts community to receive electrification, in November of 1883, and many other Massachusetts cities and towns soon followed suit.

Such high demand soon outstripped the capacity of Brockton's original station; as loads increased, the Edison Electric Illuminating Company (later Brockton Edison) acquired land along the base of the triangular formed by Montello, School, and Lincoln Streets, and there built an enlarged boiler room (ca. 1884-1886). With this addition to the power station, the company was able to increase electrical service and broaden its customer base, and soon was lighting homes, businesses, and city streets in and around the central business district, and also was able to power a few direct current motors for industrial use. Even as Edison Electric was expanding its facility for direct current generation of electricity, the use of an alternating current--both more efficient and more productive--became increasingly standard in the industry. Consequently, within a few years of the first addition (ca. 1886-1894), a second addition was built directly to the west of the other two buildings. This building served as an engine room, housing two-phase alternating current generators, several transformers, capacitors, and other equipment associated with the generation and distribution of AC current power. At times the voltage was about 5,000--nearly fifty times the capacity of the direct current generators. These AC generators enabled the company to expand its service outside the central station of downtown Brockton; meanwhile, the DC generators continued to serve the central business district.

Nonetheless, further expansion of the company was limited by the physical site of the downtown Brockton station: there simply was no more room for added machines or boilers, and no room for fuel storage. The Edison Electric Illuminating Co. had also begun to buy out or merge with many of the smaller electric companies in nearby towns, and needed a facility which could accommodate these additional customers. To solve these problems, in 1907 the company decided to build another, much larger generating facility in the nearby town of East Bridgewater; it opened in 1908 and for the first time provided 24-hour electrical service to all the Edison Electric's customers.

Meanwhile, Brockton's central business district was still wired for DC, with the old underground cables installed in 1883; to service the district adequately on a 24-hour basis, a third addition was built to the old power station complex in 1907. Again located to the west of extant buildings on the site, this third addition was a substation, which would receive high-voltage AC power from the East Bridgewater plant and convert it (or "step down") to a lower voltage direct current for distribution. The building contained three large rotary converters and several transformers on the ground floor, and housed a stockroom, meter department, testing and repair rooms, and two

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offices on the second floor. Also in 1907, the original DC generators and the two-phase AC generators in the engine room, as well as the boilers, were shut down. The boiler room was used briefly as a company garage. The substation continued to operate until 1931, when the last of the old underground wiring system had finally been replaced by modern wiring; although it was not the only substation servicing the city of Brockton, it is one of the first in town associated with 24-hour service, which was essential to local industry (motor-driven machinery in Brockton's shoe factories, for example).

The Edison Electric Illuminating Company of Brockton officially became known as Brockton Edison Company in 1935. Today it is part of the Eastern Edison Company, one of the largest power companies in Massachusetts.

Brockton Edison maintained ownership of the complex until very recently, and used the buildings mostly for storage purposes. The only remnant of the original function of the complex is an outdoor transformer, installed behind a tall, L-shaped brick wall on School Street (to the south of the substation/3rd addition and west of the engine room/2nd addition). The date of this installation is unknown, but probably occurred in the 1950s. Brockton Edison maintains a right-of-way to operate the transformer and will continue to do so regardless of change of ownership of the complex.

In 1986 the complex was purchased by two public entities. The original station and boiler room was bought by the Old Colony Planning Council/Regional Operations and Management, while the engine room and substation were bought by Metro South Chamber of Commerce, both of Brockton. Metro South is planning to relocate its own offices to the complex upon rehabilitation, and is also seeking professional or commercial tenants (a local bank is said to be interested in locating a branch there). OCPC is also planning to lease its portion as professional/business office space.

Architecturally, the buildings represent late 19th and early 20th century trends in industrial construction: of simple design with few embellishments, and constructed of fireproof materials, the buildings are in character with the majority of contemporary industrial buildings in the immediate vicinity. The importance of the design of these buildings lies less in their exterior appearance -- although the original station's Italianate embellishment, now diminished, was rather fine for a utilitarian structure; likewise the window treatments of the south and west facades of the engine room--than in their interior composition of open space, necessary to house the large pieces of electrical machinery. Despite changes in fenestration and the loss of some original decoration, the 1883 station building retains much of its original appearance and character. The alterations and additions were all in keeping with the expanding functions.

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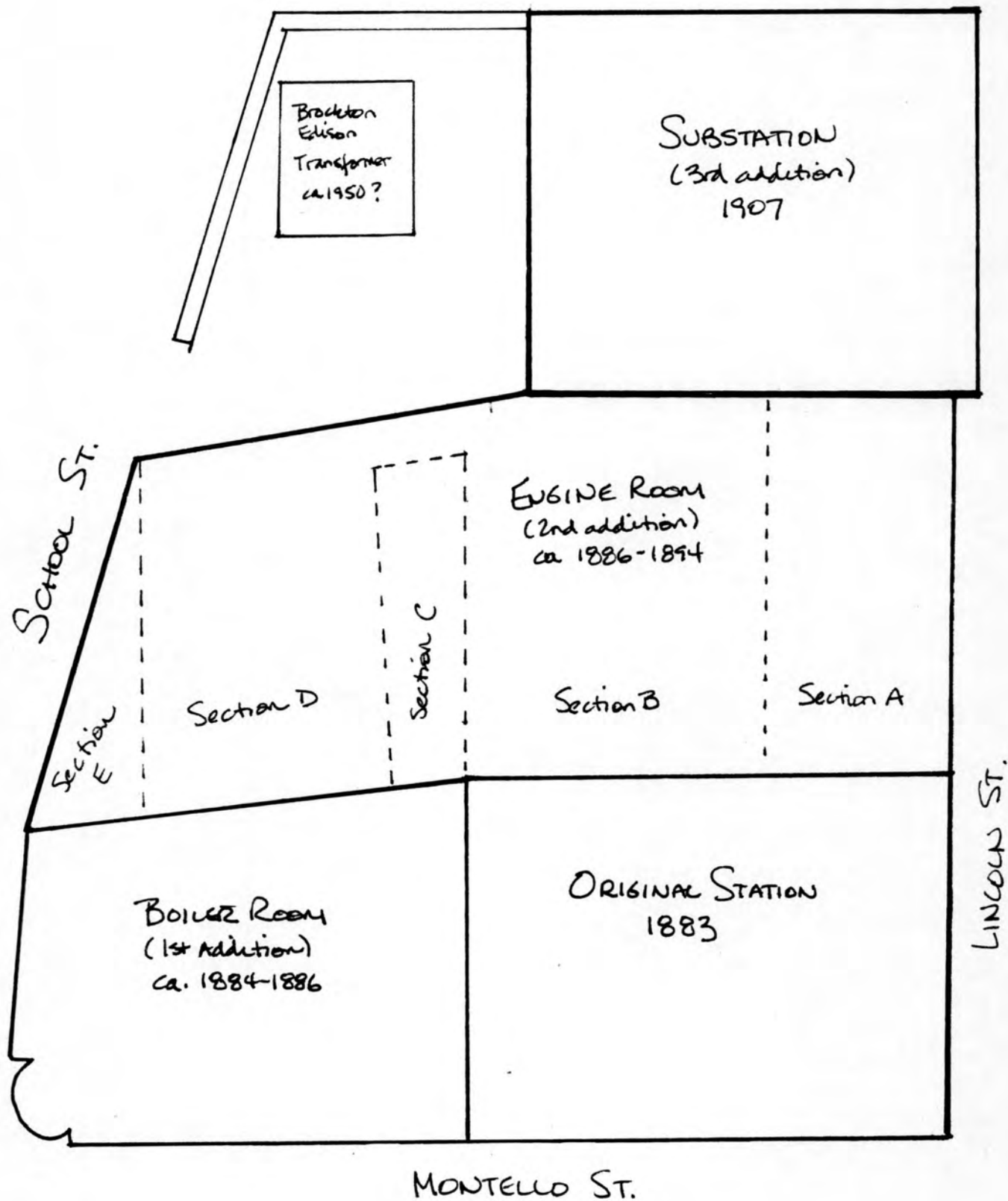
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EDISON ELECTRIC ILLUMINATING CO. POWER STATION

76 SCHOOL ST., BROOKTON, MASS.

SITE PLAN - NOT TO SCALE



87000874

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Brockton Edison Electric Illuminating Company
Power Station
Plymouth County
MASSACHUSETTS

Substantive Review

MAY - 4 1987

Working No. _____
Fed. Reg. Date: _____
Date Due: 6/4/87 - 6/18/87
Action: ACCEPT
 RETURN 6-16-87
 REJECT _____
Federal Agency: _____

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

Substantive Review: sample request appeal NR decision

Reviewer's comments:

*Building is clearly eligible
for listing under criteria A+C.
Please see minor technical
correction necessary to enable*

Recom./Criteria Return
Reviewer Savage
Discipline Arch. Regional History
Date 6/16/87
_____ see continuation sheet

Nomination returned for: technical corrections cited below *listing.*
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use
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4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	
	<input type="checkbox"/> unaltered	
	<input type="checkbox"/> altered	

Describe the present and original (if known) physical appearance

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

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

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

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property

*please provide to the nearest
acre.*

Quadrangle name

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

State Historic Preservation Officer signature

title date

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to

Beth Sarge (202) 343-9550

Signed *Patrick Anders*

Date *6/16/87*

Phone: _____

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National Park Service

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National Register of Historic Places
Inventory—Nomination Form

received AUG 6 1987
date entered SEP 17 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Brockton Edison Electric Illuminating Company Power Station (preferred)
and/or common Brockton Edison Company -- Old Power Station

2. Location

street & number 70 School Street N/A not for publication
city, town Brockton N/A vicinity of
state Massachusetts code 025 county Plymouth code 023

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other: storage

4. Owner of Property

name (A) OCPC - Regional Operation and Management, Int.
(B) Metro South Chamber of Commerce
street & number (A) 47 West Elm Street
(B) One Legion Parkway
city, town Brockton N/A vicinity of state Massachusetts

5. Location of Legal Description

courthouse, registry of deeds, etc. Plymouth County Registry of Deeds
street & number Russell Street
city, town Plymouth state Massachusetts

6. Representation in Existing Surveys

title Inventory of the Historic Assets of the Commonwealth # 51
has this property been determined eligible? yes no
date August 1976 federal state county local
depository for survey records Massachusetts Historical Commission
city, town 80 Boylston Street state Massachusetts 02116

7. Description

Brockton Edison Company Power Station, Brockton, Massachusetts

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	(see text)	

Describe the present and original (if known) physical appearance

The Edison Electric Illuminating Company Power Station is a complex of four adjoining brick buildings, varying in size and ranging in date from 1883 to 1907. The complex consists of the original central power generating station (1883) and three subsequent additions (ca. 1884-1886), ca. 1886-1894, and 1907 respectively). The mid-20th century transformer does not contribute to the building's significance. Located in downtown Brockton, the station complex occupies a triangular parcel of land bounded by Montello Street to the east, Lincoln Street to the north, and School Street to the south. The apex of the lot (i.e. the western tip) is a small parking lot.

The complex is set directly on the sidewalks; the site is not landscaped. The western tip of the triangular lot is an asphalt paved parking lot. The station lies in the downtown area of Brockton formerly occupied by several shoe manufacturers. Today the Brockton City Hall (a late 19th century structure) and its parking lot lie across School Street from the power station. An early 20th century bank building and large municipal parking lot lie across Lincoln Street to the north and west of the station. Several 19th century brick factory buildings, formerly engaged in Brockton's active shoe manufacturing industry, lie across Montello Street to the east. Immediately beyond these factory buildings (to the east) are railroad tracks. School and Montello Streets are major thoroughfares in this part of the city, and the site is characterized by heavy vehicular and pedestrian traffic. The topography in this area is slightly uneven, resulting in a variable grade level for the station: the land slopes up toward the west and south from the corner of Montello and Lincoln Streets, but only to a small degree.

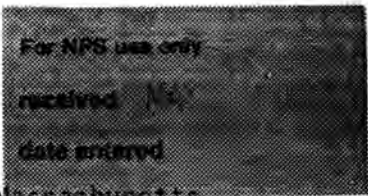
The original structure, sited at the corner of Montello and Lincoln Streets, was designed by Frank J. Sprague, chief engineer to Thomas A. Edison. The one-story structure, built of brick with a granite foundation (rising approximately one foot above grade level), measured approximately 42 feet in width by 85 feet in length by 22 feet in height. As was necessary in a building intended to house machinery capable of producing electricity on a commercial scale, the structure was almost entirely fireproof; only the hipped roof was of timber frame. The roof appears to have been nearly flat, and a tall metal chimney protruded from a northeast corner of the building. Exterior decorative elements reflected a contemporary Italianate emphasis: arched window and door openings, arched brick window and door drip-moldings, granite window sills, a regular series of raised brick pilasters (widening to a V shape at the top) and raised brick cornice which defined window and door bays all around the structure, and large decorative brackets tucked under the roof's projecting eaves. This building dates to 1883. Today only the east Montello Street and north Lincoln Street facades of this original structure are visible; later additions have obscured the west and south facades.

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The eastern facade features six bays formed by the raised brick pilasters and cornice; each bay measures 8 1/2 to 9 feet in width and 18 feet in height. (An additional "half bay," located at the southernmost end of this facade, adjoins the first addition to the original station (ca. 1884-1886) but presents no evidence of fenestration.) The fenestration pattern on this facade is irregular and may have been altered from the original. Reading from south to north (or left to right), the first full bay contains a small (approximately 3 1/2 feet wide and tall) 6/6 double-sash arched window, centrally placed at a distance of 5 1/2 feet above the raised granite foundation. This window exhibits the granite sill and arched brick drip molding characteristic of the original decoration of windows on this structure. The second bay is spanned by an arched door opening that begins at grade level (and thus may be missing its original granite sill) and rises approximately 9 feet. Now boarded up, this opening may have originally contained a double door, and probably allowed for the installation of heavy machinery or for fuel delivery; the opening is capped by a raised brick arch. The third and fourth bays repeat the pattern begun in the first bay. The fifth bay contains one narrow door, 3 1/2 feet wide by 9 feet tall, located towards the lefthand side of the bay; scars in the brickwork indicate that once there was a larger arched opening spanning the full width of the bay, much like that in the second bay. The present door contains a blocked transom window, and is capped by the usual brick arched drip molding. Located above it, centrally placed in the top of the bay, is a small (3 feet wide and 6 feet tall), decorated arched window opening, now boarded up. The sixth and final bay on this facade contains centrally placed, long and narrow (4 feet wide by 6 feet tall) 6/6 double-hung sash window with characteristic granite sill and brick arched drip molding; this window begins three feet above the foundation of the building. Above it, repeating a pattern found in the fifth bay, is a similar small arched window opening, of identical size with that in the fifth bay, and also boarded up.

The northern or Lincoln Street facade of the 1883 building contains two wide bays formed by the raised brick pilasters and cornice; these bays each measure 14 feet in width and 18 feet in height. (As is found on the eastern facade, an additional "half bay" is located at the westernmost end of the facade, where the 1920 addition joins the building; this half bay exhibits no evidence of fenestration.) Reading from east to west (or left to right) on this facade, the first bay contains one centrally placed long, narrow arched window opening (4 feet wide by 6 feet tall), located approximately 3 feet above the raised foundation, with characteristic granite sill and arched brick drip molding. Above it at the top of the bay is another, smaller arched window opening (3 feet wide and tall), which is undecorated.

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Both these openings are boarded up. The second bay on the facade contains two window openings, similar in size and decoration to the larger opening in the first bay; scars in the brickwork indicate that the lefthand opening in this second bay was once a larger arched opening, possibly a doorway. Both of these openings are also boarded up.

The interior of this 1883 structure followed an asymmetrical two-room plan; a wooden partition divides the interior space from east to west and is located approximately 20 feet south of the Lincoln Street end of the building. The larger of the two interior rooms held boilers, dynamos, and other large pieces of machinery used to generate electricity; the smaller room held the switchboards and may also have been used for some storage purpose. Both rooms are open from floor to roof, and the structural members of the roof frame are clearly visible. The steel columns supporting these timbers provide the only interruption of interior space aside from the partition; there are two of these supports in the larger room and one in the smaller.

Alterations to this structure include the following: the roof rebuilt as a gable end type, again of timber frame but with narrow steel column supports as mentioned above (the gable end faces north onto Lincoln Street and has a very shallow pitch), and two adjoining skylights were cut into the ridge toward the northern end of the building, letting light into the switchboard room.

Consequently the projecting eaves and decorative brackets of the original structure have disappeared, and were replaced by simple flashing. The metal chimney has also been removed. These alterations probably all occurred during the construction of the first addition (ca. 1885-1903). After the station ceased to function as a generating station (1907) its boilers and dynamos were removed; when it ceased functioning as a substation (1931), its converters and transformers, installed in 1907, were removed. It is unclear how much the Montello Street facade of the building has changed from its original design; a photograph contemporary with the construction of the building indicates a much more regular fenestration pattern (six bays, with an alternating window and door arrangement) on the long side of the building that is indicated by the present configuration of the Montello Street facade. The photograph, however, is unclear as to whether the facade it depicts in the east or west side of the building, so it is difficult to be certain. Overall, however, the 1883 structure remains in good condition and retains enough of its original features to be considered a well preserved example of its type.

Three additions were made to the original power station during its first twenty-five years of active operations. Two of these-- a large boiler room and a new engine room housing alternating current generators-- were constructed within a decade of the original station (i.e. by 1894), but probably not simultaneously. The third addition, a substation, was built in 1907.

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The Boiler Room (ca. 1884-1886)

The first addition stands at the corner of Montello and School Streets, having been situated immediately to the south of the original granite foundation (which, like that of the original station, rises approximately one foot above grade level), and has a very shallow end gable timber frame roof. The building's most outstanding architectural feature is a large round brick furnace in its southeast corner; access to the interior of the furnace is obstructed by rubbish, but its diameter may measure 10-12 feet. The original height of the chimney stack is unknown, but in 1923 the stack was trimmed to its present height of approximately 15 feet above the roofline for safety purposes, as the furnace was no longer in use. The southeast corner of the building has actually been indented to allow room for the furnace (approximately 32 inches on each side). There is no basement. This addition was probably built within 3-5 years of the original station; a larger boiler room supplying the direct current generators in the original station was needed to accommodate increased loads, and the second floor was used as office space.

The building exhibits very few exterior decorative elements of any kind: granite window sills and a cornice line suggested by three stepped courses of brick (on the south/School Street side only) are its only embellishments, and the building is not associated with any particular architectural style.

Only two of the building's facades are visible: those fronting Montello (east) and School (south) Streets. (Where this two-story addition adjoins the one-story original station, the second floor of the addition's north facade is visible: this wall contains five regularly spaced window openings [two rectangular, three arched] with granite sills, which once gave light to the second floor offices but are now boarded up. The openings are approximately 4 feet wide by 6 feet tall). The Montello Street facade, facing east, measures 51 feet wide, and contains four bays of windows: reading from left to right, the first bay is empty on the first floor but contains a 4 x 6 arched window of 16 lights. The second, third, and fourth bays contain window openings on both the first and second floors; those on the first floor are small, square arched windows of 6 lights, measuring approximately 3 1/2 feet square and located approximately 6 feet above the raised foundation. All except the ground-floor windows in the fourth bay (which is boarded up) retain glass panes. These first-floor windows echo the size and shape of the windows on the east facade of the original station (see above). The second floor windows on bay 2-4 of the east facade are the comparable dimension and appearance to that in the first bay, described above. All window openings on both facades have granite sills. The School Street (south) facade is symmetrical in that about a quarter of it appears to be "missing": this is the result of the indentation of the southeast corner around the furnace. Furthermore, the fenestration on this facade is haphazard and very irregular--so much so that

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describing the configuration of openings in terms of bays is difficult. Altogether, there are five openings on this facade. On the ground floor, toward the left-hand side, is an arched window opening measuring 4 x 6 feet and located approximately 34 inches from the foundation; this opening is blocked by a wooden pane. Centrally aligned below the peak of the gable roof is a large (approximately 10 feet square) arched entranceway, once used to provide access for the wagonloads of coal which fired the boiler/furnace. The door is a vertically sliding piece of corrugated metal. Three window openings pierce the second story: a tall arched window (approximately 4 x 7) is vertically aligned with the window on the ground floor, and the opening is blocked by a wooden panel. (This window is not horizontally aligned with its neighbors--the top of its arch lies about a foot below theirs.) Between this window and the middle of the facade are a pair of 4 x 6 arched windows similar to those on the second floor of the Montello Street facade; these are also boarded up. A large billboard attached to the wall partially obscures the right-hand of this pair of second-story windows.

Because the ground floor of this first addition was planned as a large boiler room, its plan is wide open, with plenty of space for coal bins and other apparatus associated with that function (none of this equipment, except of course for the furnace, survives in the room today). When this addition was built, the south wall of the original building was removed, providing complete access between the generating machinery and the boilers that fueled them. In the boiler room, which has somewhat trapezoidal shape due to the lot configuration, six regularly spaced wooden posts supported the second floor office space; only the joists and beams of the floor remain, and no staircase to the second floor is present. (The use of wooden structural members in a structure housing flammable and burning materials is a bit puzzling.)

Structurally the building is in fairly good shape, although the exterior badly needs repointing (some has been done at the top of the east facade) and some of the bricks are well-worn. There is some cracking visible along the foundation and near the roofline.

The Engine Room

The second addition was built (probably sometime between 1886 and 1894) to accommodate new alternating current generators, which were becoming an industry standard. Stretching the width of the lot from Lincoln Street to School Street, the second addition is located immediately to the west of the original station and the boiler room addition. The elements of the second addition include a 2-story brick building with concrete foundation rising approximately 4 feet above grade (south and west sides only); a flat concrete roof with metal flashing; concrete exterior trim, and interior partitions and supports. There is also a full basement. The building has no chimneys. The north (Lincoln Street), south (School Street), and part of the west facades are visible.

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The north (Lincoln Street) facade measures 42 feet wide and is characterized by 3 bays of large rectangular blind windows, which measure 9 feet wide by 15 feet tall and are plainly embellished with wide concrete lintels and narrow concrete sills. These windows were evidently blind originally; behind them are small rooms which once housed electrical cables, for which there was no need for actual window openings. The design of three bays on this facade echoes the three bays present on the north facade of the original station building. A decorative band of four stepped brick courses runs approximately 1 1/2 feet below the cornice. A small metal sign is attached to the wall in the top of the middle blind window. Two small square roof drains are punched into the cornice, one at each end of the facade.

The south (School Street) facade and that portion of the western facade which is exposed both feature five bays of evenly spaced windows on the first and second floors, separated by brick pilasters which are capped by flat brick capitals. Each bay on the south facade (54 feet wide) features a 12-light window on the first floor (3 feet wide by 6 feet tall) with concrete sill, and a blind second floor window (approximately 3 feet wide by 5 feet tall), slightly recessed into the wall and featuring concrete sill and a concrete keystone in a brick lintel. The fenestration on the western facade (53 feet wide) is identical to that on the south, save for the fourth bay from the left, the entire width and length of which (6 feet wide by approximately 24 feet tall) is occupied by a large, metal double door. The opening is capped by a brick lintel with concrete keystone, in keeping with the other openings on the facade. The doorway was used to allow the installation and removal of the alternating current generators, transformers, and other large pieces of machinery. Like those on the north facade, the blind windows of the south and west facades are original and suggest the symmetry of fenestration without needing the function of real windows. Both the south and west facades also feature a decorative band of four stepped brick courses (punctuated at each end of the south facade by small, square roof drains), located approximately 1 1/2 feet below the cornice. The southwest corner of the building features an unusual open-work decorative brick treatment.

The unusual configuration of the plan for the second addition is more indicative of the limitation of the lot than of the particular functions of the building. However, the interior can be viewed as being divided into 5 sections, each of which correspond to a particular function. (See sketch map.) Section A lies at the northern end of the building, measures approximately 17 by 42 feet, and is divided by concrete partition walls into four 8 by 15 foot rooms. These are flanked by a narrow hall at the eastern end (3 1/2 by 15 feet) and a stair hall (7 by 15) at the western end. An open metal staircase leads both to a basement level and to the second floor, each of which contains another Section A plan. Each of these levels once housed electricians' cables in individual, vertical chambers; the cables have been

continued

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Brockton Edison Company Power Station, Brockton, Massachusetts

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removed, but the chambers and conduits remain. Moving to the south, Section B is a large (41 x 23 1/2) room, open to the ceiling, which once held 2 or 3 alternating current generators (no longer extant). A narrow balcony (accessed from Section A, second floor) runs along the north wall of the room. A narrow open metal staircase runs up the east wall to an eighteen-foot-wide balcony running along the south wall; this balcony narrows to 11 feet in width at the western end of the room. A large skylight punctures the ceiling. The balconies were used for above-ground observation of the operating generators. In the western wall is a low, wide doorway which leads to the third addition. (There is no access between this, the second addition, and the original station or the first addition.) Underneath the eastern balcony is Section C, a 15 x 36 foot area on the first floor divided into three storage rooms of various sizes. Section D (29 x 42), also open to the roof (in which there are two large skylights), is partitioned into eight small cubicles (four on each side) arranged around a central hallway running east to west. Each cubicle once held an electrical capacitor; concrete tracks protrude slightly from each cubicle, which facilitated the installation and removal of this machinery. Each cubicle had a large (approximately 9 feet wide by 20 feet tall) metal door. The western end of the hall is the site of the large exterior doorway mentioned above; over it is a heavy metal crane and tracks, also used in machinery installation and removal. Finally, at the southern end of the building is Section E, a triangularly shaped (approximately 1100 s.f.) storage room, open once again to the roof (approximately 25-28 feet above the concrete floor).

The basement, aside from the northernmost Section A mentioned above, is an unfinished "crawl space," approximately 6 1/2 feet high with a dirt floor. It contains a series of very large pyramid-shaped brick supports (measuring up to 9 x 23 feet at the base), shoring up the first floor with all its heavy machinery.

Structurally the building appears to be in good shape; there is some cracking visible at the southwest corner, especially near the cornice, and the brick supports in the basement have been damaged to varying degrees (in some cases large chunks have been chipped away)--presumably after all machinery was removed from the building and their support was no longer needed.

The Substation

The third and final addition was constructed as a direct-current substation in 1907, and the Edison Electric Illuminating Co. was completing a new, larger generation station in East Bridgewater, Mass. Sited along Lincoln Street to the west of the engine room (second addition), it is a two-story building with steel structural frame, a flat tar/gravel/membrane roof, and no basement. A square chimney protrudes approximately three feet above the northeast corner of the roof. This building protrudes north about one foot from the plane of the other Lincoln Street building sides in this complex. The only decorative elements are concrete window sills and lintels.

continued

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Massachusetts

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The Lincoln Street (north) facade measures 51 feet wide and contains three bays of paired windows, one pair each per bay per floor. These windows are placed so that they echo the size of the blind windows on the north facade of the engine room addition (see above). With one exception, the windows are paired 12/12 double-hung sash, which fill openings averaging 9 feet wide by 7 feet tall. The one exception is the left-most first floor window, which is partially blocked by a brick panel and an exhaust fan. The first and second floor window pairs are separated by a wide concrete band in each bay. The middle bay is slightly recessed into the wall. The west facade faces the apex of the triangular lot and contains only three window openings: two on the ground floor (4 1/2 by 6 feet, 16 lights each) forming the first and second bay on the facade (no second floor openings above), and one on the second floor in the third bay, of similar dimensions and appearance as the other two on this facade. At the top of the wall in the center is a rectangular metal sign. (A small parking lot fills in the top of the lot). The south facade (facing School Street) contains three irregularly spaced openings on the ground floor: reading from left to right are a 4 1/2 by 6 foot, 16-light window with concrete lintel, located just to the right of the center of the wall; an 8 by 10 foot garage door; and a 4 by 7 foot entrance door, which now serves as the main entrance into the substation and the engine room buildings. On the second floor of the south facade are three bricked-in openings: what appears to have been a long, narrow (4 x 7) window flanked on either side by paired windows similar to those found on the Lincoln Street facade (the size of the opening is comparable.) Each of these openings has a narrow concrete sill and wide concrete lintel. Further to the right on the second floor is another window opening, reduced from a size similar to the wide openings adjacent to it, which now contains a 16-light window. A steel beam is embedded in the brick in place of a window lintel, and a metal slide is attached to the bottom of the sill. The east facade abuts the engine room addition and is not visible.

Inside, the first floor plan reflects the open space needed for operation of the large machines that transformed high-voltage alternating current electricity into low-voltage direct-current power. Six steel posts support the second floor. A wide doorway in the east wall leads to the engine room building next door. A narrow, relatively new wooden staircase runs up the south wall to the second floor office and maintenance space; the second-floor plan is composed of five rooms of varying sizes, separated by concrete partition walls, most of which feed into a small central hall which runs in a north-south direction.

This building has a serious problem with a leaky roof; the membrane is evidently damaged and has been for some time, for large cracks in the second floor ceiling are plainly visible in several of the rooms. The constantly dripping ceiling has caused water damage to the floor to the first floor ceiling below as well. Other than the roof, however, the building itself seems structurally sound.

continued

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Brockton Edison Company Power Station, Brockton, Massachusetts

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Noncontributing Element

A final feature of the site, not relevant to the 1883-1907 period of significance, is a working electrical transformer, located in the open space between the substation and the School Street boundary of the property. A 12-foot brick wall of mid-20th century construction encloses the transformer on the west and south, leaving only enough room for a drive-in entrance to the complex. The transformer is maintained by Eastern Edison, which owns a right-of-way for this portion of the lot and will continue to do so.

8. Significance Brockton Edison Company Power Station, Brockton, Massachusetts

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input 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 type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input 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 type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify)
				<input type="checkbox"/> community development
Specific dates	1883-1907	Builder/Architect	Frank J. Sprague, Engineer	

Statement of Significance (in one paragraph)

The Edison Electric Illuminating Company Power Station, Brockton, is an integral complex of components relating to varying periods of development and varying levels of significance. The original station was the first electric generating plant in Massachusetts, and also the first in the United States to use a three-wire, underground transmission and distribution system. It is an early and well-preserved example of late 19th century industrial construction, especially in its use of fireproof materials and open plan. Each of the three additions (ca. 1884-1886, ca. 1886-1894, and 1907 respectively), in turn, is a well-preserved example of its type, and was built to accommodate the expansion of the electricity industry of Brockton. (A transformer, added to the complex in the mid-20th century, does not contribute to its significance.) The station complex, unique to Brockton both in its heyday and today, retains integrity of location, setting, materials, workmanship, design, feeling and association, and it meets Criteria A and C of the National Register of Historic Places on both the state and local levels.

In 1879, Thomas Alva Edison produced the first incandescent lighting system at Menlo Park, New York. This invention proved the potential for a system of electric lighting powered from a central source. The world's first commercial incandescent central power station was built in London and opened January 12, 1882. Nine months later, the first such station in the United States opened on Pearl Street in New York City, operated by the Edison Electric Light Company. Pearl Street Station used a two-wire underground transmission system. With the help of engineer William S. Andrews and British mathematician John Hopkinson, Edison developed a three-wire system; by adding a neutral wire using only 50% more wire. Installing the wires underground, Edison maintained, would reduce the danger from the fire or electric shock and prevent the eyesore of cables strung overhead.

With the success of Pearl Street as a central generating station and the capacity indicated by the three-wire system, Edison began to investigate the possibility of small-scale generating stations. In 1881 the Edison Company for Isolated Lighting was established as a subsidiary of Edison Electric. Under the direction of Edison's chief engineer, Frank J. Sprague, certain small cities and towns across the United States were targeted as potential sites for the construction of small electric power generating stations. The first of these small facilities were constructed in Sunbury, Pennsylvania, a small town which could not afford the expense of underground installation, but did take advantage of the new three-wire transmission system.

continued

9. Major Bibliographical References

see continuation sheet

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Brockton

Quadrangle scale 1:25,000

UTM References

A

1	9	3	3	4	9	0	0	4	6	5	1	0	7	1	4	1	0
Zone				Easting				Northing									

B

Zone				Easting				Northing									

C

Zone				Easting				Northing									

D

Zone				Easting				Northing									

E

Zone				Easting				Northing									

F

Zone				Easting				Northing									

G

Zone				Easting				Northing									

H

Zone				Easting				Northing									

Verbal boundary description and justification

see assessors map

List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state N/A code county N/A code

11. Form Prepared By

name/title Kathryn Cavanaugh and Elizabeth Lampl with Betsy Friedberg, National Register Director, Mass. Historical Commission

organization Boston University date November 4, 1986

street & number 597 Broadway, # 4; 255 Homer Street telephone 396-5534 959-5860

city or town Somerville; Newton Centre state Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Valerie A Talmage

title Executive Director, Massachusetts Historical Commission date July 30, 1987
State Historic Preservation Officer

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I hereby certify that this property is included in the National Register

Patrick Andrews date 9/17/87

Keeper of the National Register

Attest: Patricia L. Sarge date 9/17/87

Chief of Registration

United States Department of the Interior
National Park ServiceNational Register of Historic Places
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date entered

Brockton Edison Company Power Station, Brockton, Massachusetts

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Brockton, on the other hand, was a prosperous city with a stable and healthy economy stemming from its successful shoe manufacturing industry and a burgeoning population. It also had a reputation for innovative public works, especially improvements to the infrastructure such as inland sewer disposal systems and grade crossings for railroad lines. Finally, it was a newly incorporated city, and one within easy reach of Boston. All of these circumstances led to Edison and Sprague's choice of Brockton as a recipient of one of these early isolated generating stations.

On March 5, 1883, the Edison Electric Illuminating Company of Brockton was organized with a capital outlay of \$100,000. A group of Boston investors, led by William Lloyd Garrison, Jr. (son of the abolitionist), financed the venture. The first service area was chosen in downtown Brockton, bounded on the east by the railroad, on the west by Byron Avenue, on the north by Prospect Street and on the south by Lawrence, Winthrop, and Belmont Streets--a little less than a mile in area. By May of 1883 the site for the power station, at the corner of Montello and Lincoln Streets, had been chosen; construction began in July and was completed by the end of August. Machinery and equipment were installed and tested throughout September--with Edison himself frequently on hand to supervise--and the facility opened on October 1, 1883, with Edison in attendance.

The Brockton station was designed to light a downtown commercial and manufacturing area with 7,000 lights. Service was through direct current at 110 and 220 volts. Initial equipment for the station included two boilers, two engines, three dynamos, and wiring--Brockton could afford to invest in the more expensive underground wiring, which also saved its famous elm trees. Thus, the Brockton station became the first in the country to prove the viability of a three-wire system laid underground. Fired by steam power, the Brockton plan served nine commercial customers on opening day; within a year Brockton Edison had 108 residential, commercial, and industrial customers.

The Brockton station is associated with a number of "firsts" in the electricity industry. In 1884 the Brockton station lit its first residential customer, the home of a Colonel Whipple on nearby Green Street; this was the first residence in the city to be lit from a central generating station. The first theater to be serviced by a central generating station in the United States was Brockton's City Theatre, which opened in October of 1884. (Previously, exactly two years before, Edison had supervised the installation of an isolated power station in the basement of Boston's Bijou Theatre; Brockton's City Theatre was the first to be lit by electricity produced off the premises.) The Central Fire Station on Pleasant Street in Brockton was the first in America to be electrically lighted; its alarm system was wired so that when an alarm sounded, the entire building automatically lit up and the horses were freed from their stalls. The location of the Brockton station also encouraged the development of Brockton's electric railway system.

continued

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Brockton Edison Company Power Station, Brockton, Massachusetts

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Item number 8

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The demand for electricity was so great that other power stations and substations soon appeared all over the United States. Fall River was the second Massachusetts community to receive electrification, in November of 1883, and many other Massachusetts cities and towns soon followed suit.

Such high demand soon outstripped the capacity of Brockton's original station; as loads increased, the Edison Electric Illuminating Company (later Brockton Edison) acquired land along the base of the triangular formed by Montello, School, and Lincoln Streets, and there built an enlarged boiler room (ca. 1884-1886). With this addition to the power station, the company was able to increase electrical service and broaden its customer base, and soon was lighting homes, businesses, and city streets in and around the central business district, and also was able to power a few direct current motors for industrial use. Even as Edison Electric was expanding its facility for direct current generation of electricity, the use of an alternating current--both more efficient and more productive--became increasingly standard in the industry. Consequently, within a few years of the first addition (ca. 1886-1894), a second addition was built directly to the west of the other two buildings. This building served as an engine room, housing two-phase alternating current generators, several transformers, capacitors, and other equipment associated with the generation and distribution of AC current power. At times the voltage was about 5,000--nearly fifty times the capacity of the direct current generators. These AC generators enabled the company to expand its service outside the central station of downtown Brockton; meanwhile, the DC generators continued to serve the central business district.

Nonetheless, further expansion of the company was limited by the physical site of the downtown Brockton station: there simply was no more room for added machines or boilers, and no room for fuel storage. The Edison Electric Illuminating Co. had also begun to buy out or merge with many of the smaller electric companies in nearby towns, and needed a facility which could accommodate these additional customers. To solve these problems, in 1907 the company decided to build another, much larger generating facility in the nearby town of East Bridgewater; it opened in 1908 and for the first time provided 24-hour electrical service to all the Edison Electric's customers.

Meanwhile, Brockton's central business district was still wired for DC, with the old underground cables installed in 1883; to service the district adequately on a 24-hour basis, a third addition was built to the old power station complex in 1907. Again located to the west of extant buildings on the site, this third addition was a substation, which would receive high-voltage AC power from the East Bridgewater plant and convert it (or "step down") to a lower voltage direct current for distribution. The building contained three large rotary converters and several transformers on the ground floor, and housed a stockroom, meter department, testing and repair rooms, and two

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offices on the second floor. Also in 1907, the original DC generators and the two-phase AC generators in the engine room, as well as the boilers, were shut down. The boiler room was used briefly as a company garage. The substation continued to operate until 1931, when the last of the old underground wiring system had finally been replaced by modern wiring; although it was not the only substation servicing the city of Brockton, it is one of the first in town associated with 24-hour service, which was essential to local industry (motor-driven machinery in Brockton's shoe factories, for example).

The Edison Electric Illuminating Company of Brockton officially became known as Brockton Edison Company in 1935. Today it is part of the Eastern Edison Company, one of the largest power companies in Massachusetts.

Brockton Edison maintained ownership of the complex until very recently, and used the buildings mostly for storage purposes. The only remnant of the original function of the complex is an outdoor transformer, installed behind a tall, L-shaped brick wall on School Street (to the south of the substation/3rd addition and west of the engine room/2nd addition). The date of this installation is unknown, but probably occurred in the 1950s. Brockton Edison maintains a right-of-way to operate the transformer and will continue to do so regardless of change of ownership of the complex.

In 1986 the complex was purchased by two public entities. The original station and boiler room was bought by the Old Colony Planning Council/Regional Operations and Management, while the engine room and substation were bought by Metro South Chamber of Commerce, both of Brockton. Metro South is planning to relocate its own offices to the complex upon rehabilitation, and is also seeking professional or commercial tenants (a local bank is said to be interested in locating a branch there). OCPC is also planning to lease its portion as professional/business office space.

Architecturally, the buildings represent late 19th and early 20th century trends in industrial construction: of simple design with few embellishments, and constructed of fireproof materials, the buildings are in character with the majority of contemporary industrial buildings in the immediate vicinity. The importance of the design of these buildings lies less in their exterior appearance -- although the original station's Italianate embellishment, now diminished, was rather fine for a utilitarian structure; likewise the window treatments of the south and west facades of the engine room--than in their interior composition of open space, necessary to house the large pieces of electrical machinery. Despite changes in fenestration and the loss of some original decoration, the 1883 station building retains much of its original appearance and character. The alterations and additions were all in keeping with the expanding functions.

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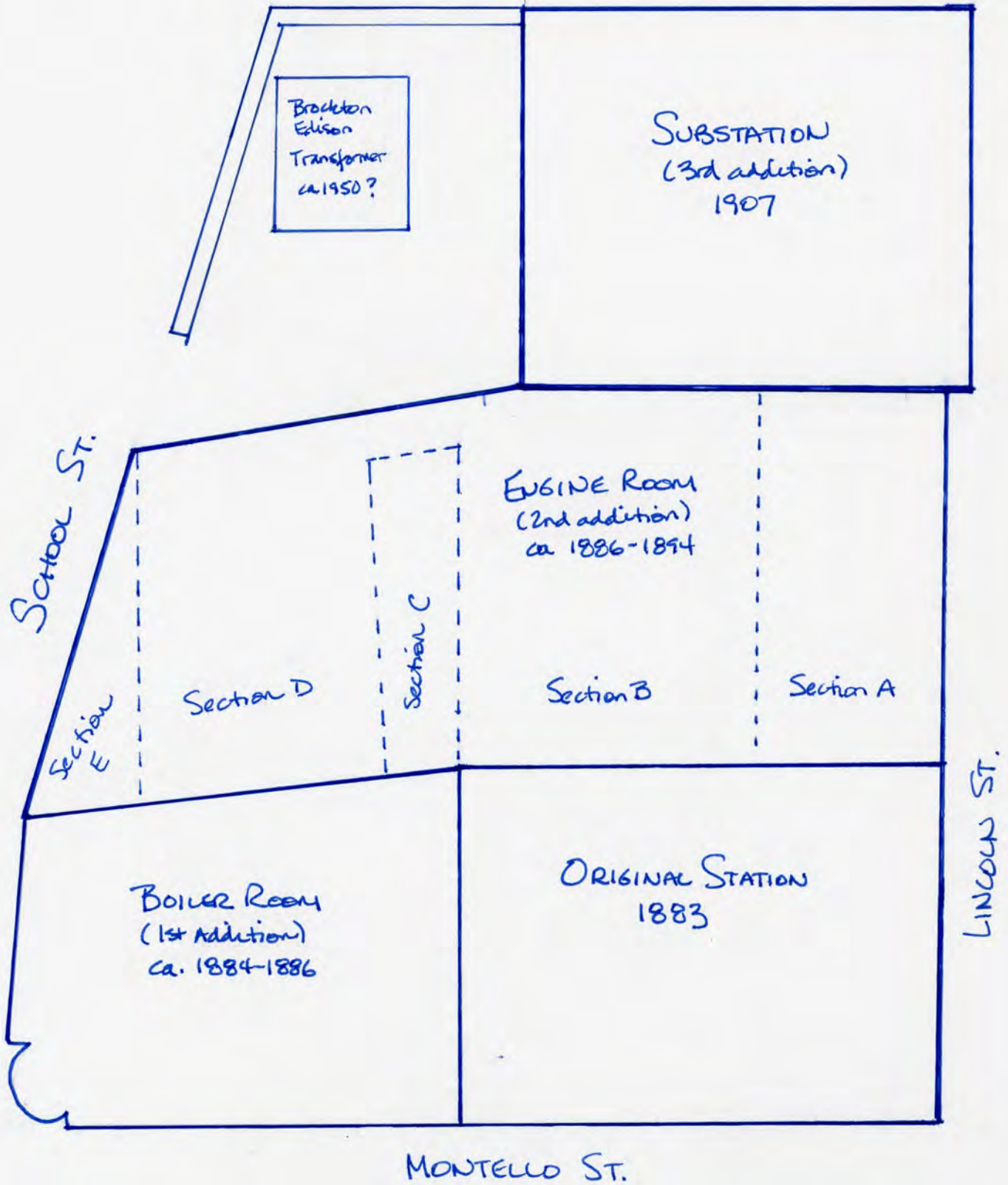
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EDISON ELECTRIC ILLUMINATING CO. POWER STATION
76 SCHOOL ST., BROCKTON, MASS.

1987

SITE PLAN - NOT TO SCALE



NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Brockton Edison Electric
Illuminating Company Power
Station
Plymouth County
MASSACHUSETTS

Working No. 5-4-87
Fed. Reg. Date: 2/2/88
Date Due: 9/20/87
Action: ACCEPT 9-17-87
 RETURN
 REJECT

Federal Agency: _____

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

Substantive Review: sample request appeal NR decision

Reviewer's comments:

The original station was the first electric generating plant in Massachusetts. The complex encompasses several integrated additions which each represent construction types and the plant's accommodation of the expansion of the electrical industry in Brockton. Initial return problem has been rectified.

Recom./Criteria Accept
 Reviewer Swage
 Discipline Architectural History
 Date 9/16/87
see continuation sheet

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

1. Name _____

2. Location _____

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property _____

5. Location of Legal Description _____

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> deteriorated	
	<input type="checkbox"/> ruins	
	<input type="checkbox"/> unexposed	

Describe the present and original (if known) physical appearance

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

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____
Statement of Significance (*in one paragraph*)

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

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____
Quadrangle name _____
UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



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Brockton Edison Company Power Station
70 School Street, Brockton, Mass.

Photo by D. Crane, Old Colony Planning
Council, October 1986; negatives at
OCPC offices, 47 West Elm St.,
Brockton

Photo #1 of 8 1883 Power Station
building at corner of Montello and
Lincoln Streets (view of northeast
corner); also shows 2-story
addition, ca. 1885-1893, further
down Montello St.

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Brockton Edison Company Power Station
70 School Street, Brockton, Mass.

Photo by D. Crane, Old Colony
Planning Council, October 1986;
negatives at OCPC offices, 47 West
Elm St., Brockton

Photo #2 of 8 View of southeast corner,
showing eastern facades of original
1883 structure at extreme right, and
1st addition (ca. 1885-1903); also
showing southern facades of 1st ad-
dition and of 1907 addition to
extreme left

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PLAYERS LIGHTS 25's
5 free smokes.
HOLD UP TO 5 FREE SMOKES WITH THIS AD
WHEN YOU BUY 25'S

SETTLER AUTO CENTER

SETTLER GLASS

Brockton Edison Company Power Station
70 School Street, Brockton, Mass.

Photo by Daniel Crane, Old Colony
Planning Council, October 1986
Negatives at OCPC offices, 47 West
Elm Street, Brockton

Photot#3 of 8 Southern facades (facing Sch
School Street) of 1st addition (ca.
1885-1903) at right, and of 1907
addition at left.

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REGISTER
REGISTER

Edison Electric Illuminating Co., Power
Station, 76 School Street, Brockton, MA

ca. 1883, 1884-1894, 1907

Left to right: West facade of substation
(3rd addition, 1907); west facade of engine
room (2nd addition, 1886-1894, seen
behind retaining wall); south/School St.
facades of engine room and boiler room
(1st addition, 1884-1886).

Photo by K. Cavanaugh February 1987
Negative at Metro South Chamber of Commerce,
One Legion Parkway, Brockton

Photo # 4 of 8

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Edison Electric Illuminating Co. Power
Station, 76 School Street, Brockton, MA

ca. 1883, 1884-1894, 1907

North/Lincoln Street facades of (left
to right): original station (1883);
engine room (2nd addition, 1886-1894);
substation (3rd addition, 1907).

Photo by K. Cavanaugh February 1987
Negative at Metro South Chamber of Commerce
One Legion Parkway, Brockton

Photo # 5 of 8

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MAY 4 1987

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REGISTER



Edison Electric Illuminating Co. Power
Station, 76 School Street, Brockton, MA

ca. 1883, 1884-1894, 1907

Left to right: West facade of engine room
(2nd addition, 1886-1894); south/School
Street facades of engine room, boiler
room (1st addition, 1884-1886).

Photo by K. Cavanaugh February 1987
Negative at Metro South Chamber of Commerce
One Legion Parkway, Brockton

Photo #6 of 8

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Edison Electric Illuminating Co., Power
Station, 76 School Street, Brockton, MA

ca. 1883, 1884-1894, 1907

West facade of engine room/2nd addition
(ca. 1886-1894) - perpendicular to
School Street

Photo by K. Cavanaugh February 1987
Negative at Metro South Chamber of
Commerce, One Legion Pkwy., Brockton

Photo # 7 of 8

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DANGER
KEEP OUT
NO RE-ENTRY

Edison Electric Illuminating Co. Power
Station, 76 School Street, Brockton, MA

ca. 1883, 1884-1894, 1907

South (School Street) facade of substation
(3rd addition, 1907), also showing
outdoor electrical transformer behind
retaining wall

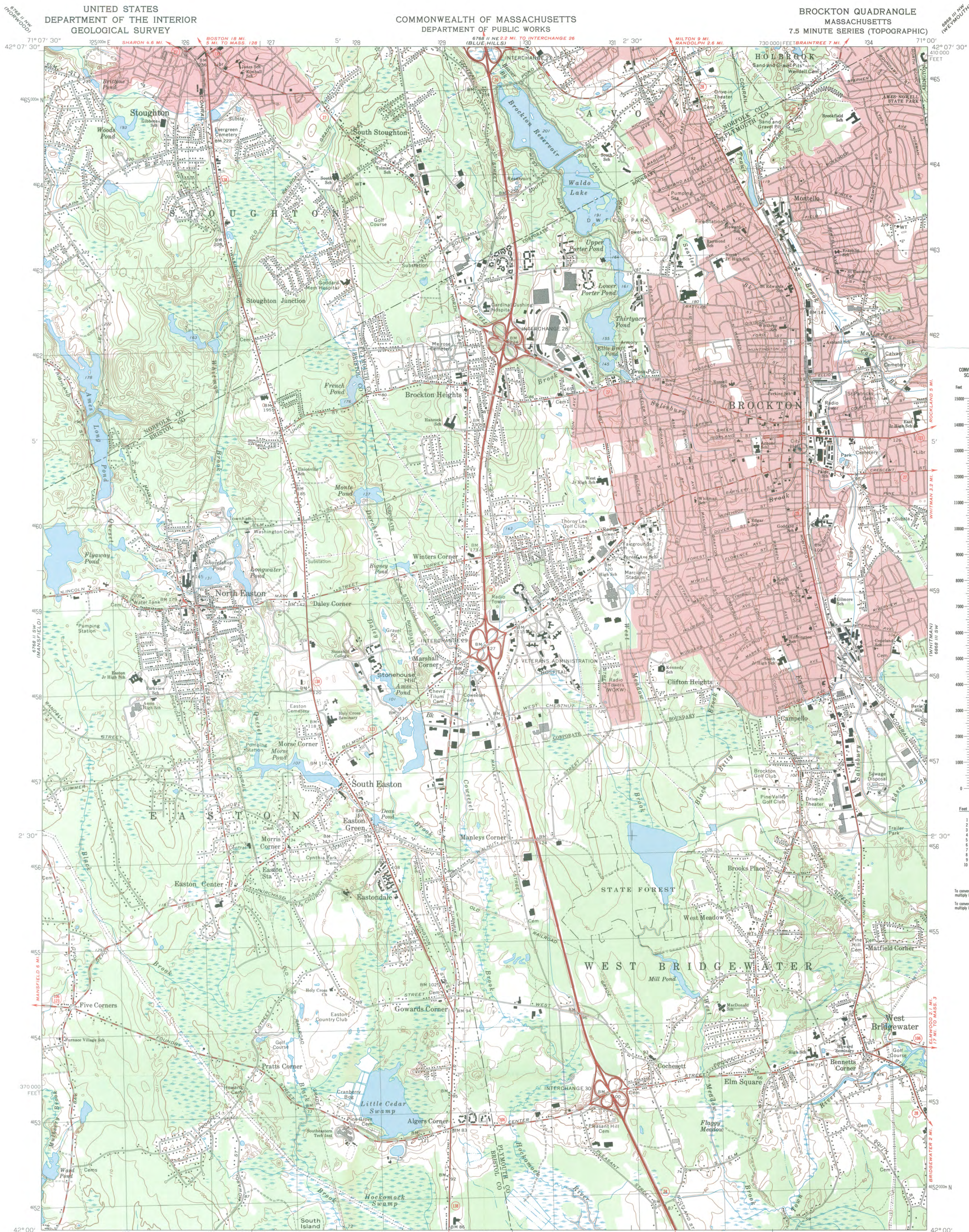
Photo by K. Cavanaugh February 1987
Negatives at Metro South Chamber of
Commerce, One Legion Pkwy., Brockton

Photo # 8 of 8

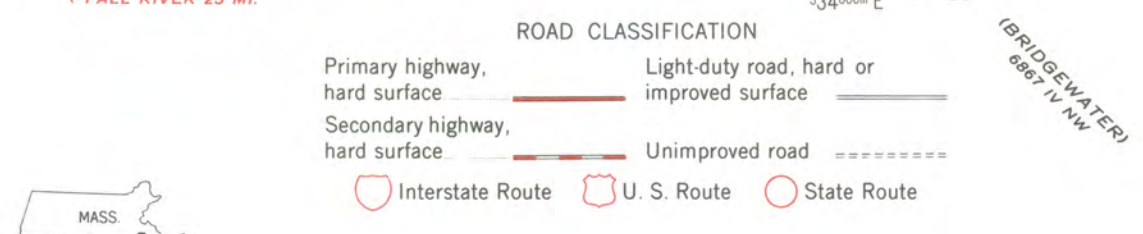
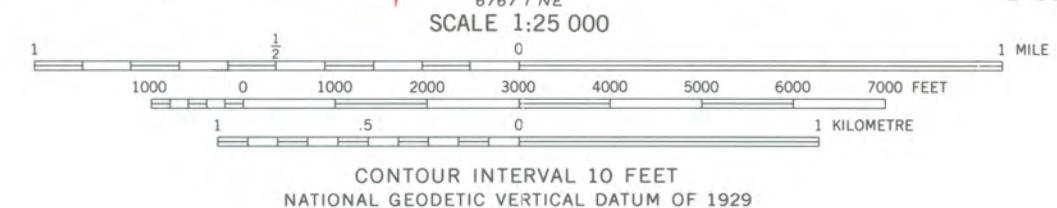
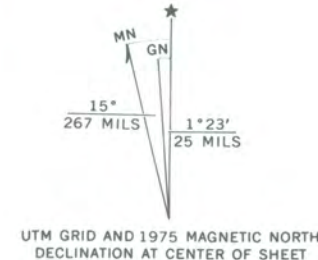
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Mapped, edited, and published by the Geological Survey
Control by USGS, NOS/NOAA, and Massachusetts Geodetic Survey
Planimetry by photogrammetric methods from aerial photographs
Topography by planetable surveys 1936. Revised from aerial
photographs taken 1974. Field checked 1975.
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-metre Universal Transverse Mercator grid,
zone 19
Red tint indicates areas in which only landmark buildings are shown



BROCKTON, MASS.
N4200-W7100/7.5

1975

AMS 6768 II SE-SERIES V814

Edison Electric Illuminating Co. Power Station, 76 School Street, Brockton, MA
ca. 1883; additions 1884-1894 (2), 1907
UTM 19-334900-4660740

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CONVERSION SCALES

Feet	Meters
15000	4500
14000	4200
13000	3900
12000	3600
11000	3300
10000	3000
9000	2700
8000	2400
7000	2100
6000	1800
5000	1500
4000	1200
3000	900
2000	600
1000	300
0	0

Feet Meters
1 3048
2 6096
3 9144
4 12192
5 15240
6 18288
7 21288
8 24288
9 27288
10 30288

To convert feet to meters multiply by 3048
To convert meters to feet multiply by 3.2808

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

BROCKTON EDISON
ILLUMINATION CO.
BROCKTON MASS.

City of Brockton
Water & Sewer Dept.

1894

CITY HALL SQ.

City of Brockton.

SCHOOL

Edison Electric Ill. Co.

Daniel Haywar

ST.

ST.

MONTELLO

RAILROAD AVE.

8" Pipe Sewer Plan 1788

10" Pipe Sewer Plan 1788

Plan 1720



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REC 3 2H

1844

1987

MAY 3 1987



1.42 Acres
City Hall
Lot

1. Acre -

EDISON ELECTRIC
ILLUMINATING CO.
BROCKTON, MASSACHUSETTS
SCALE: 1" = 187'
1983

MONTELLO STREET

Assessor's Map #110

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ST.



The Commonwealth of Massachusetts

Office of the Secretary of State
Michael Joseph Connolly, Secretary

Massachusetts Historical Commission

Valerie A. Talmage

Executive Director

State Historic Preservation Officer

July 29, 1987

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

Dear Ms. Shull:

Enclosed please find six nominations that were returned to the MHC for technical and substantive corrections. The following nominations are enclosed:

Boston (Roxbury), Abbotsford, 300 Walnut Avenue
~~Brockton~~, Brockton Edison Electric Illuminating Company Power Station
Richmond, Nichols-Sterner House
Westminster, Ahijah Wood House, 174 Worcester Road
Westminster, Nathan Wood House, 164 Worcester Road
Winchendon, Old Centre Historic District

All corrections have been made.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

Enclosures

AUG 6 1987