

56-2161

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Osgood Bradley Building

Other names/site number: _____

Name of related multiple property listing: _____

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

2. Location

Street & number: 18 Grafton Street

City or town: Worcester State: MA County: Worcester

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Brona Simin</u>		<u>January 12, 2018</u>
Signature of certifying official/Title:	SHPO	Date
State or Federal agency/bureau or Tribal Government		

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Patrick Andrus
Signature of the Keeper

3/5/2018
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u>1</u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>3</u>	<u> </u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/manufacturing facility

COMMERCE/business

Current Functions

(Enter categories from instructions.)

DOMESTIC/multiple dwelling

COMMERCE/TRADE/business

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH and 20TH CENTURY
REVIVALS/Classical Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: CONCRETE

Walls: BRICK/TERRA COTTA/CONCRETE

Roof: RUBBER

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Osgood Bradley Building in Worcester, Massachusetts, is an eight-story building constructed for mixed retail and industrial use that now serves as housing. The building is constructed of a poured-concrete foundation and frame with masonry walls and a flat roof. Characteristic of Classical Revival-style industrial buildings, the Osgood Bradley Building features a three-part body, with an ornate base serving as the historic retail areas, a more utilitarian shaft indicating the former manufacturing floors, and a roofline capital. The building, which faces east, has a rectangular footprint, exposed-concrete structural framing, and a decorative first and second story clad in glazed white terra-cotta. A small, two-story brick boiler house sits to the west (rear) of the building. It shares some of the Classical Revival vocabulary seen on the Osgood Bradley Building. A pedestrian footbridge (no longer in service) connects the boiler house to the Osgood Bradley Building. The Osgood Bradley Building and the boiler house are contributing buildings, and the footbridge is a contributing structure.

The Osgood Bradley Building, constructed between 1914 and 1915 for the purposes of retail and manufacturing, sits at the northwest corner of Grafton Street and Franklin Street in downtown Worcester—an area primarily developed to serve a diverse mix of early 20th-century industries. The

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Osgood Bradley Building is immediately surrounded by a mix of old and new low- to mid-rise buildings, giving it a dominating presence among its immediate neighbors.

The Osgood Bradley Building and boiler house were rehabilitated and converted to housing in 2016 using State and Federal Historic Rehabilitation Tax Credits. The rehabilitation met the Secretary of the Interior's Standards for Rehabilitation. The Osgood Bradley Building and boiler house's exteriors remain intact, with no unsympathetic alterations or additions. All original window openings remain intact. All replacement materials match the historic in configuration and appearance. Inside, the Osgood Bradley Building and boiler house retain character-defining decorative elements and finishes. Both the interior and exterior of the building retain integrity of location, design, setting, materials, workmanship, feeling, and association.

Narrative Description

Site & Setting

The property is bounded on the east by Grafton Street and the raised section of Interstate 290 running above Grafton Street, on the south by Franklin Street, on the north by a viaduct carrying the main line of the former Boston & Albany Railroad (just beyond which is Worcester's Union Station, 2 Washington Square, constructed in 1911), and on the west by a narrow public alley and adjacent five-story concrete parking garage (see assessors map). The building is roughly rectangular in shape—214 feet long by 100 feet wide. There is a slight bow in the primary (east/Grafton Street) façade, which follows the curve of Grafton Street. The northwest corner of the building is canted to accommodate a railroad siding that served the boiler house. The separate, two-story brick boiler house with a flat roof sits at the rear (west) of the property nestled below and alongside the railroad tracks to the north. The boiler house is connected to the third story of the Osgood Bradley Building by a concrete pedestrian bridge, which extends west beyond the boiler house.

The location was particularly prized during the time of the building's construction due to its close proximity to Union Station, the central business district, and the railroad tracks, allowing easy distribution of manufactured goods and raw materials. Today, the building can be seen rising above Interstate 290 upon entering Worcester. It serves as a visual landmark in the city due to its prominent location.

Exterior

The design of the Osgood Bradley Building exemplifies the industrial construction methods of the early 20th century with its exposed flat-slab concrete structure, and also displays elements of the Classical Revival style. Each of the four elevations of the Osgood Bradley Building is divided into visual and structural bays by the concrete frame expressed on the exterior. The two primary elevations face south and east and have three-part façades typical of Classical Revival architecture (Photo 1). The building features large, regularly shaped and spaced windows grouped in pairs with a mix of exposed-concrete structural framing, concrete windowsills, and brick spandrel panels to create a simple gridlike design. The large banks of windows, making up the majority of the building's exterior, consist of two large openings in each bay with brick mullions serving as the divider between the two openings. The building's concrete piers create a sense of verticality in the building's otherwise strongly horizontal design.

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East Elevation (Principal Façade)

The primary (east) elevation, fronting Grafton Street, is comprised of ten bays delineated by the exposed-concrete framing. The elevation slightly bows to the east following the curve of Grafton Street, and features a three-part design typical of the Classical Revival style.

The first two stories—the “base”—are covered with glazed ashlar terra-cotta blocks sitting atop a black marble water table. Historically the commercial portion of the building, the base is clad in glazed terra-cotta that wraps around to the south elevation (Photos 7, 8). The first story of the base features the two principal entrances to the building as well as entries (now fixed shut) to the former storefronts. The second story of the base is characterized by large window openings (Photo 9). The handsome detailing along the two-story base underscores the historic function of these areas as attractive retail spaces. The anchoring two bays at the ends of the first and second stories distinguish themselves from the middle bays by segmental-arch window openings and glazed terra-cotta keystones on the second story. The inner bays have two sets of paired multi-light sash separated by a wide terra-cotta mullion. Ornamental terra-cotta details, including shields, dentils, and consoles, are featured at the top of the second story at the midline cornice and are good examples of Classical Revival detailing. The terra-cotta ornamentation also creates a clear delineation between the building’s decorative base and the much simpler upper stories, which held the manufacturing floors. Small shields are placed at each second-story column, and dentil molding runs along the midline cornice. There are bracket-shaped keystones at each of the arched window openings.

The two principal entrances, located in the third bay from both the north and south ends of the building, bear the name “OSGOOD BRADLEY BUILDING” in gold lettering above each entrance (Photos 7, 8). The entrances are recessed from the face of the building and feature decorative mosaic tile flooring within the one-story recessed exterior vestibule. Each entrance has paired metal and glass doors with multi-light transoms, which lead into the building from each entrance. The five former storefronts had centrally located, recessed entrances that are now fixed shut. All storefront bays along the ground elevation are topped with multi-light transoms.

The “shaft” of the east elevation is primarily clad with red-brick spandrel panels placed between concrete piers and concrete windowsills. Two pairs of windows separated by a brick mullion delineate each bay. Each of the window openings holds new paired 6/6 sash that match the configuration of the original windows.

Concrete stucco completely covers the two end bays of the shaft at both the southeast and northeast corners of the east elevation. Each of these stuccoed bays features a pattern of three single window openings. Windows feature concrete sills with no other decorative elements.

The windows of the top story—the “capital”—are set apart from those below by a stringcourse of glazed terra-cotta below the sills and a denticulated cornice, also of glazed terra-cotta, at the roofline, with a brick parapet wall above.

South Elevation (Secondary Façade)

The building’s south elevation faces onto Franklin Street and is divided into four bays delineated by the building’s exposed-concrete framing. The south elevation also features a three-part façade configuration, continuing a similar pattern of design as on the east elevation (Photo 1). The main tenant entrance is located at the first-floor level of the south elevation (Photo 9).

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The first two stories of the south elevation are covered with glazed ashlar terra-cotta blocks sitting atop a black marble water table. Simple ornamental terra-cotta details are featured at the top of the second story at the midline cornice creating a clear delineating separation of the building's decorative base and utilitarian upper stories. Small terra-cotta shields are placed at each second-story column and dentil molding runs at length along the midline cornice. The center bay holds a modern entrance with double-leaf metal fire doors. The westernmost bay has a recessed opening that holds a metal-and-glass system meant to resemble paired wood doors topped with a 32-light glass transom. The remaining bays on the first floor hold modern replacement storefront systems topped with multi-light transoms.

The building's upper stories are composed of red-brick spandrel panels placed between concrete piers and concrete windowsills. Concrete stucco completely covers one prominent bay in the southeast corner of the south elevation. The stuccoed bay features a pattern of three single window openings rather than grouped window openings within the central brick bays. Windows feature concrete sills with no other decorative elements present. The top floor is set apart with a glazed terra-cotta stringcourse and dentil cornice at the roofline. A brick parapet wall rises above the cornice.

The remaining bays on the south elevation consist of two large openings in each bay separated by a brick mullion. Each of the openings holds three 1/1 metal sash windows. Windows on the second story hold paired 6/6 sash.

West Elevation

The west (rear) elevation fronts a small paved parking lot and the adjacent boiler house, which sits on grade with the basement level of the main building (Photo 3). The rear elevation, strictly utilitarian in design, is divided into ten bays delineated by the building's exposed-concrete structural frame. The final bay at the northwest corner of the building is canted. This elevation is much simpler in design than the south and east elevations and features brick spandrel panels placed between the exposed-concrete framing. The regularly fenestrated west elevation features a variety of single and paired window openings placed in each bay.

Window openings on the west elevation have single 6/6 sash, paired 6/6 sash, and single 2/2 sash. Two loading dock openings are located just north of the west elevation's central bay, sitting slightly above grade (photo 3). The openings are fitted with metal-and-glass storefront systems.

Two brick stairtowers and an elevator overrun extend above the parapet of the building on the west elevation. A row of small metal balconies, which originally had served as landings for the northwest fire stair, extends along the northernmost bay. A concrete-and-metal pedestrian footbridge extends from the third story of the main building to the boiler house (Photos 3 and 4). Metal railings line the balconies and the footbridge. Neither the balconies nor footbridge are usable by building tenants.

North Elevation

The north elevation faces Union Station just beyond the adjacent railroad tracks and is divided into four bays by the building's exposed-concrete frame. The final bay at the northwest corner of the building has a canted corner. The upper floors have a mix of brick spandrel panels, concrete stucco, and concrete windowsills. The top floor is set apart from those below with an architrave of glazed terra-cotta and a dentil cornice with a brick parapet wall above the roofline. Signage for the new residences can be seen

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above the roofline (Photo 2). The bays on the north elevation consist of two large window openings in each bay separated by a brick mullion. Each of the openings holds paired 6/6 metal sash windows.

Boiler House

The boiler house, located west of the main building, is a two-story structure with a centrally placed entrance on the south elevation (Photos 5, 6). The building is constructed of brick with a stone foundation and a slightly pitched shed roof. A small one-story brick portico covered with a brick parapet and glazed terra-cotta block coping projects to cover the large double doors of the entrance. A decorative peak at the center holds a terra-cotta block with the date "1914." Metal letters indicating the building's address are affixed to the cast-stone stringcourse running below the parapet.

The building, with five bays along the south elevation, is regularly fenestrated with paired window openings along the second story of each bay, with the windows in the central bay being slightly more elongated. Each bay is distinguished by a slightly recessed rectangular section demarcated with brick corbels along the top of each section and a cast-stone sill below. Brick piers separate each window opening and feature cast-stone windowsills and lintels. The upper-level window openings above the entrance portico hold two twelve-pane metal windows. Window openings on the four other bays hold nine-pane metal windows. There are two upper-level window openings on the west elevation that hold nine-pane metal windows.

The boiler house is two bays wide along the east and west elevations with a continued fenestration pattern from the primary (south) elevation on the southernmost bay (Photo 6). The narrower northern bay is tucked under the footbridge, which runs adjacent to the railroad tracks to the north of the primary elevation of the boiler house. A flat roof now covers the original flat roof where a shipping platform was once located. There is a remnant of an octagonal brick smokestack attached to the northeast corner of the boiler house (Photo 16).

The north elevation of the boiler house directly abuts the railroad tracks and is not visible from the street.

Footbridge

The footbridge has a concrete platform and a metal railing. It connects the roof of the boiler house to the third story of the Osgood Bradley Building, and extends beyond the western elevation of the boiler house (Photos 4–6, 16 foreground).

The footbridge allowed direct access from the Osgood Bradley Building to a shipping platform once located on the roof of the boiler house.

Interior

The Osgood Bradley Building

The Osgood Bradley Building was rehabilitated in 2016 to serve as 84 housing units. The basement holds tenant amenity spaces, such as a common room and a fitness center. Historic mechanical equipment salvaged from the building's industrial use is located throughout the common areas of the basement (Photo 10). On the upper floors, units are located on either side of a new double-loaded corridor that runs from the new elevator core at the southern perimeter of the building through the center of the floor.

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Distinctive of flat-slab concrete construction, the building features painted and exposed mechanical and electrical systems along the ceiling, mushroom columns, concrete flooring, and painted-concrete exterior walls, all of which were retained and incorporated into the design of the new program (Photos 11–14). Two freight-elevator shafts and two fire stairways are located along the west wall of the building. The freight-elevator shafts, which feature metal chain-link enclosures, have been retained, though the elevators themselves have been decommissioned. The stairs remain in use as additional means of circulation through the building (Photo 15).

The Boiler House

The boiler house currently serves as office space and a model rental unit on the ground floor, with a new second-floor level serving as a residence. The boiler house retains significant character-defining features such as exposed-concrete flooring, exposed masonry perimeter walls, and exposed ceiling structure and mechanicals (Photo 17). The entry lobby of the boiler house is a double-height atrium to give a sense of the historic volume of the space.

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8. Statement of Significance

Applicable National Register Criteria

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

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

INDUSTRY

ARCHITECTURE

Period of Significance

1914-1967

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Walter S. Timmis

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Osgood Bradley Building retains integrity of location, design, setting, materials, workmanship, feeling, and association, and meets Criteria A and C for listing in the National Register of Historic Places with a local level of significance. Located in the heart of downtown Worcester and adjacent to the railroad, it was constructed between 1914 and 1915 as a mixed-use commercial and manufacturing building.

The building takes its name from the Osgood Bradley Car Company, an important manufacturer of railroad cars that operated on the site from 1844 to 1909.¹ After moving to a new location, the company

¹ Charles Nutt, *History of Worcester and Its People* (New York: Lewis Historical Publishing Company, 1919),

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maintained ownership of the land on Grafton Street and constructed the current building, which offered rental space to small-scale businesses with limited means. A variety of tenants that reflected Worcester's diverse economy occupied the building. These tenants produced such varied products as wire goods, bicycles, shoes, optical lenses, switchboards, paper, textiles, textile machinery, and flooring. Commercial enterprises included a poolroom, bowling alley (no longer extant), dry goods store, restaurant, barber, confectionary, and a music store.² The variety of industries and businesses found within the Osgood Bradley Building were a microcosm for the city of Worcester itself, as Worcester's diverse manufacturing productivity led to its success as a regional manufacturing and commercial hub.³ Given its modern amenities, central location, and access to the railroad, the building became one of Worcester's best-known industrial/commercial buildings. It meets Criterion A for its historical associations with Worcester's diverse industrial and retail economy.

The Osgood Bradley Building is also significant under Criterion C, as it embodies the distinctive characteristics of a type of construction. Designed by New York architect and engineer Walter S. Timmis, the building is a well-preserved example of a Classical Revival-style commercial/industrial building using exposed, concrete-frame construction, a highly desirable technique that was both durable and fireproof. Serving as a visual landmark due to its prominent downtown location, the Osgood Bradley Building is one of the few remaining buildings in Worcester that fostered the development and success of small-scale industrial diversity by combining ground floor retail with manufacturing space on the upper floors.

The Osgood Bradley Building retains integrity and conveys its significance as an important mixed retail/commercial and manufacturing building in the heart of Worcester's downtown area during the early 20th century. The period of significance is 1914 to 1967, reflecting the date of construction through the fifty-year cut off for listing on the National Register, during which time the building was in continuous use as a commercial and industrial facility.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Industrial History and Development of Worcester

Named after a city in the West Midlands of England, Worcester, Massachusetts, is the second-largest city in New England, after Boston. Worcester's prominence as a manufacturing center is often attributed to the success of its diversified industrial market.⁴ Unlike many cities in New England that relied on one industry to drive the local economy, according to Herman Nelson, "Worcester enjoy[ed] a relatively stabilizing effect produced by the diversity of its factories and, therefore, is best classified as a city of diversified manufacturing."⁵ It was its diversity of industry and products coupled with its low rail-freight costs that helped solidify Worcester's position as one of the largest inland industrial cities in the United States by 1895.

75.

² Worcester City Directories, 1916–1940.

³ Worcester Historical Museum, and John H. Chafee. *Landscape of Industry: An Industrial History of the Blackstone Valley* (Lebanon, NH: University Press of New England, 2009), 11.

⁴ City-Data, "Worcester: Economy," accessed August 23, 2014, <http://www.city-data.com/us-cities/The-Northeast/Worcester-Economy.html>.

⁵ Nelson, "Some Aspects of Manufacturing," 11.

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Incorporated in 1722 as a colonial frontier town, Worcester quickly established itself as a competitive industrial town during the turn of the 19th century. Early mills were powered by water from the Blackstone River and nearby streams, which helped to turn out products such as wire, nails, machinery, shoes, clothing, and paper.⁶ The opening of the Blackstone Canal in October of 1828 linked Worcester and Providence. The Boston & Worcester Railroad Company laid the first railroad tracks in the city in 1835, solidifying Worcester's place as a manufacturing and commercial hub. Shortly after the arrival of the railroads, Worcester's industrial character and market for production was further expanded—the town boasted three cotton mills, eight woolen mills, two paper mills, textile-machine makers, a wire company, and numerous other small shops.⁷ The importance of the railroad to Worcester's industry was reinforced when the Blackstone Canal Company ceased operations between Worcester and Providence in 1846 and the Providence & Worcester Railroad Company began running in 1847.

By the time of the Civil War, Worcester was considered a “paradise for mechanics” and “hotbed of reform.”⁸ Within 40 short years following the Civil War, Worcester saw a population increase from 50,000 to 118,000, meaning more workers and more product output. Forward-thinking entrepreneurs promoted this wide range of industries and publicized Worcester as the ideal industrial city, which by 1893 had established 144 different industries and 978 establishments employing 21,478 workers.⁹

Historically, the city offered a more unusual opportunity for manufacturers who either desired or were financially limited to manufacturing on a small scale. As early as the 1820s, manufacturers could rent floor space to house their operations “without incurring the risk incident upon the erection and equipment of a shop.”¹⁰ During the course of expanding industrial development in Worcester, a new building type emerged as the demand for small-scale manufacturing increased. Buildings that could accommodate multiple small-business manufacturing needs sprang up rapidly and became increasingly prevalent in securing the city's diversified market. Many existing mill and factory buildings were converted to rental space while others were erected specifically for the purposes of capturing this small-scale manufacturing market. Other buildings were constructed as rental/commercial/manufacturing facilities during Worcester's third and final industrial boom from 1891 to 1912.

An early 20th-century account of Worcester describes the city's large, well-established manufacturing companies as being situated in rented buildings that housed multiple tenants.¹¹ New business was stimulated with the erection of rental facilities, allowing “many mechanics to work in close contact with each other, an important factor in the innovative and inventive character of Worcester's manufacturers.”¹² Because of the city's diversified market, buildings housing multiple manufactories remained somewhat distinctive to Worcester.¹³

The Osgood Bradley Building took the mixed-use concept a step further by combining small-scale manufacturing with retail businesses. Other examples of combined manufacturing and commercial enterprises include the Graphic Arts Building (1913, 21–31 Foster St., WOR.2385) and the Printer's Building (1923, 44–50 Portland St., WOR.2310). Both the Graphic Arts Building and the Printer's

⁶ City-Data, “Worcester: History,” accessed August 18, 2014, <http://www.city-data.com/us-cities/The-Northeast/Worcester-History.html>.

⁷ Worcester Historical Museum, and Chafee. *Landscape of Industry*, 8.

⁸ Worcester Historical Museum, accessed July 28, 2014, worcesterhistory.org.

⁹ William O. Hultgren, et al., *Worcester 1880–1920* (Great Britain: Arcadia Publishing, 2003), 7.

¹⁰ Nelson, “Some Aspects of Manufacturing,” 77.

¹¹ Charles Grenfill Washburn, *Industrial Worcester* (David Press, 1917), 292.

¹² Massachusetts Historical Commission, “MHC Reconnaissance Survey Town Report: Worcester, 1984,” 14.

¹³ Nelson, “Some Aspects of Manufacturing,” 78.

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Buildings were historically used as multi-tenant space for printers and binders with ground-floor space for commercial retailers. Like the Osgood Bradley Building, they combined rental-manufacturing space on the upper floors with retail below. Unlike the Graphic Arts Building and the Printer's Building, however, the Osgood Bradley Building was not limited to housing a specific industry, but rather opened its doors to a wide variety of the city's small manufacturing and commercial ventures.

The Osgood Bradley Car Company

The Osgood Bradley building is located on the former site of production for the Osgood Bradley Car Company. This Company was one of the Worcester's oldest and most respected manufacturers. Osgood Bradley (1800–1884) founded his eponymous company in Worcester in 1822 for the manufacture of wooden stagecoaches, carriages, and wagons in a small shop in the rear of Parker Block off of Main Street, and by 1833 had expanded to include the production of locomotive-hauled passenger cars for what were known as "steam roads."¹⁴ The development of the "steam car" was the Osgood Bradley Car Company's first foray into large-scale passenger car production.

The company first developed the land at the corner of Grafton and Franklin Streets, home to the current Osgood Bradley Building, in 1835 with the construction of a factory large enough to manufacture passenger cars for the Boston & Worcester (later Albany) Railroad. The land was ideally located next to the main freight yard, which sat between Shrewsbury and Franklin streets just east of Washington Square where the current Union Station is located. The Osgood Bradley Car Company built the first railway passenger car in New England. Their role in such advances in transportation helped to attract domestic clients as well as international ones. By 1837 Bradley had sold the carriage business and focused exclusively on railway cars. After the Civil War, in the late 1860s, the company was among the first in the country to manufacture sleeping cars.¹⁵

Although the manufacture of transportation equipment was among the smallest of Worcester's industrial groups, the Osgood Bradley Car Company was the only one in the sub-category of railroad equipment. The company had thus made Worcester famous as the center of railroad, and later, electric street-car production.

The company began its move out of the Grafton Street factory complex in 1909. Construction of the new Union Station on an adjoining viaduct had destroyed grade crossings, forcing the company to abandon the old factory complex, which had grown to include several other, smaller freestanding industrial buildings occupying the entire site.¹⁶ By 1910 the old factory site was vacant and all production was moved to a new 18-acre factory in the nearby neighborhood of Greendale, which employed over 1,600 workers by 1914.¹⁷ Despite no longer maintaining manufacturing facilities at Grafton Street, the company recognized the value of the railway-adjacent site. In 1914, all of the existing buildings on the site were removed and construction of their eponymous building began with the intention of offering multi-use industrial and commercial space for lease. The site was subdivided by the 1930s, and a large garage structure was constructed at the west end of the site.¹⁸

¹⁵ Edmund J. Vaskas "Bradley Made First Railroad Car" *Worcester Gazette* 1966. Osgood Bradley Car Company archives

¹⁶ Richard's Standard Atlas of Worcester, Massachusetts, 1911

¹⁷ Barton Kemp, *Worcester*, vol. 2 (New York: Arcadia Publishing, 1998), 38.

¹⁸ Historic aerial photographs show the development of the site after the construction of the Osgood Bradley Building. The Osgood Bradley Building and Boiler House only occupied approximately half of the site (fig. 1) until

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The History of the Osgood Bradley Building

Although the primary manufacturing operation of Osgood Bradley Car Company had transferred to their new Greendale facility by 1910, the company continued to maintain ownership of the property on Grafton Street. While the site was no longer useful for the company's operations, it still boasted one of the best locations in the city for its proximity to Union Station, the railroad tracks, and Worcester's commercial and industrial corridor (Figure 1). John E. Bradley, president of the Osgood Bradley Car Company, proposed the construction of a state-of-the-art factory on the site that could be leased to some of Worcester's other companies. The company hired Walter S. Timmis, architect and engineer, to design the building (Figures 2), and construction began in April 1914.

The design of the building is described in some detail in a 1914 *Worcester Magazine* article titled "The Osgood Bradley Building." The article mentions benefits of the flat-slab construction method, including completely flat ceilings for maximum efficiency in natural and artificial light as well as the ability to install piping, sprinkler systems, and shafting.¹⁹ The first floor was to be occupied by retailers, with attractive storefronts featuring the latest metal frames, polished plate-glass show windows, and transoms filled with prism glass. The highly decorated terra-cotta base of the building further served to highlight the retail spaces within. The building design also made use of its proximity to the railroad tracks with a siding that allowed direct delivery of coal to the boiler house, "from the Boston & Albany Railroad, with capacity for four cars, [that ran] directly into the building."²⁰ With direct rail access, the Osgood Bradley Building offered tenants the opportunity to receive and ship goods directly from the site. A large concrete platform/footbridge was constructed on the roof of the boiler house and connected to the main building by an elevated corridor on the third floor. This extant feature was an important aspect in allowing shipments to easily be made from any portion of the building with minimal handling. Given its modern amenities and central location, the building became one of Worcester's best-known industrial manufacturing buildings.

During the building's construction, John E. Bradley, President of the Osgood Bradley Company, put out a campaign of publicity with the assistance of Wightman and Richards, advertising counselors of New York, who promoted the industrial features of Worcester, including its prominence as a manufacturing hub, and the soon to be constructed Osgood Bradley Building (Figures 5–9). Firms who rented the space would be given expert assistance in the layout of their plants for the highest efficiency and the lowest manufacturing cost.²¹ Because of the fireproof construction, the building was also able to offer a low insurance rate to prospective tenants. In addition, the large windows and ample natural light reduced the cost of lighting the building.

Throughout the years the Osgood Bradley Building has been used for the manufacture of wire goods, bicycles, shoes, optical lenses, switchboards, paper, textiles, textile machinery, and flooring.²² Prominent companies such as the Burtchell Corp., Dowey's Inc., Saddlemakers Manufacturing, Worcester Gear Works, Inc., I & R Manufacturing, Herbert Pattern Co., and the Brady-Flaherty Co. were among others who occupied space in the building.

the 1930s, when the lot was subdivided and a large garage structure with an asymmetrical footprint was constructed at the other portion. This structure was not historically associated with the Osgood Bradley Building and is not related to its development. The adjacent lot is owned by the City of Worcester.

¹⁹ Industrial Worcester, 238.

²⁰ Ibid., 238.

²¹ Ibid., 239.

²² Worcester City Directories, 1916–1940.

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While the upper floors were reserved for manufacturing purposes (fig.3), the ground floor provided commercial and retail space. The building saw a variety of commercial tenants throughout the years including a poolroom, bowling alley (no longer extant), dry goods store, restaurant, barber, confectionary, music store, and grocer.²³ Because of the proximity to Worcester's commercial core and central business district, the building was attractive to both manufacturing and retail enterprises.

The building became a Worcester landmark during World War II when the Cornell-Dubilier Corporation and its 1,400 employees, mostly women, turned their focus to wartime production for large-scale U.S. Navy contracts. The company opened its Worcester location in 1943, leasing two floors of the Osgood Bradley Building, where they immediately began building condensers for radio, radar, and military electronic equipment including proximity fuses. The specialty fuses were a key electrical component providing accurate anti-aircraft artillery systems to protect American aircraft carriers during enemy bombing raids. They played a major part in the radar protection and anti-aircraft defense of the United Kingdom against Nazi bombing strikes.²⁴ By 1945 the company kept their employees on assembly lines as the plant was converted to their post-war production of condensers for ordinary radios, washing machines, automotive ignition, and railroad signal equipment.²⁵ In 1946 the Cornell-Dubilier Corporation purchased the building, ending Osgood Bradley's 100 years of property ownership. The company was among Worcester's ten biggest manufacturing employers and the world's largest manufacturer of electrical condensers. In addition to their base in the Osgood Bradley Building, the company maintained twelve other plants in six states.

The Osgood Bradley Building changed hands a number of times following the Cornell-Dubilier Corporation's occupancy and ownership, which terminated in 1960. At this time, the building was sold to the Cornell Leasing Corporation for more than \$300,000. The Worcester Corporation, a Delaware company headed by two Chicago-based lawyers, purchased the building from the Cornell Leasing Corporation in 1967. By 1973 two local companies and long-term tenants of the building, the New England Diamond (N.E.D.) Corporation and the Worcester Gear Corporation, formed the Osgood Bradley Corporation and purchased the building for \$186,000.

Over the course of the second half of the 20th century, the building passed through numerous owners and portions of the upper floors were converted from manufacturing to office use. However, the building retained some manufacturing space on every upper floor until the 2016 rehabilitation of the property to serve as housing.

Architecture

The Osgood Bradley Building is significant at the local level under Criterion C as a well-preserved example of an industrial/commercial building erected using exposed concrete- frame construction, a highly desirable technique that was both durable and fireproof. It is also a good example of the application of Classical Revival-style features to a utilitarian building.

Classical Revival-style buildings are identifiable by their symmetrical façades and classically inspired ornamentation. Industrial and commercial iterations of the Classical Revival style tend to feature a tripartite design, with an ornamental base, a large shaft, and a decorative capital. Ornamentation on these

²³ Ibid.

²⁴ "Two Tenants Pay \$186,000 For Osgood Bradley Building." *Worcester Telegram*. Oct. 20, 1973

²⁵ "Cornell-Dubilier Plant to Close." Osgood Bradley Car Company Archives.

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buildings is typically classically inspired, featuring such motifs as dentils, shields, and swags, among others. In Worcester, other industrial/commercial buildings with Classical Revival features include the Duprey Building (1926, WOR.785), the Printer's Building (c.1923, WOR.2310), and the Worcester Muslin Underwear Company (c.1910, WOR.2357). Other notable examples in Massachusetts include the Paine Furniture Building (1913, BOS.2360) and the Publicity Building (1916, BOS.1605) in Boston and the Anglim Building (1906, BRO.553) in Brockton. Like the Osgood Bradley Building, these structures utilize the tripartite massing and classically inspired ornamentation that is typical of the Classical Revival style.

The two public-facing (south and east) elevations of the Osgood Bradley Building utilize the typical Classical Revival massing of an ornamental base, a large, generally simple shaft, and a capital. The organization of these elements also reflects the historic function of each section. The base, with its large storefronts and decorative terra-cotta detailing, was to serve as attractive storefronts for the retail and commercial tenants. The shaft, much simpler in design, held the building's manufacturing concerns.

The boiler house also displays some elements of the Classical Revival style, though on a much smaller scale than the main building. Decorative and structural elements, including the projecting entry portico, symmetrically organized façade, and cast-stone and terra-cotta ornamentation, all refer to the Classical Revival vocabulary seen on the adjacent main building.

The exposed concrete-frame construction was often utilized in the design of manufacturing facilities. Though concrete had existed as a building material since the Ancient Romans, it was not until the late 1800s that reinforced-concrete construction began to be utilized. By the early 20th century, utilitarian industrial buildings, characterized by their exposed, reinforced-concrete frames infilled with expanses of glass, had become popular.²⁶ This so-called "factory style" of construction was particularly well-suited to manufacturing buildings. Less expensive and easier to work with than stone, concrete was considered to be a particularly durable and fireproof material, and it allowed for large open interiors with great amounts of natural light. The manufacturing floors of the Osgood Bradley Building would have required a great deal of stability and security, which the exposed concrete-frame construction was able to provide.

Architectural terra-cotta detailing along the two-story base and at the upper-level capital provides the majority of the ornamentation on the Osgood Bradley Building, as well as serving as additional fireproofing on the manufacturing floors. Like concrete, glazed architectural terra-cotta was an important building material in the late 19th and early 20th centuries, as it too was easier to work with and more affordable than stone. Glazed terra-cotta was also believed to be both fireproof and waterproof. For a building like the Osgood Bradley Building, which utilized repeated design motifs in great quantities, glazed terra-cotta was an economical choice as well as a stylistic one. Molds could be re-used indefinitely to create multiple copies of architectural details at a fraction of the cost and difficulty of carving stone. Architects and builders were able to achieve their preferred designs while still meeting the public's desire for safer buildings.²⁷ For buildings like the Osgood Bradley Building, which contained both commercial and manufacturing spaces, materials such as concrete and terra-cotta could both accent the lower-level retail spaces and provide the fireproof and structural protections required on the manufacturing floors.

²⁶ National Trust for Historic Preservation Technical Preservation Services, "Preservation Brief 15: Preservation of Historic Concrete," accessed May 11, 2017, <https://www.nps.gov/tps/how-to-preserve/briefs/15-concrete.htm>

²⁷ National Trust for Historic Preservation Technical Preservation Services, "Preservation Brief 7: The Preservation of Historic Glazed Architectural Terracotta," accessed May 11, 2017, <https://www.nps.gov/tps/how-to-preserve/briefs/7-terra-cotta.htm>.

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Walter S. Timmis (1870–1928), the designer of the Osgood Bradley Building, was known for his work on manufacturing facilities, and as a proponent of concrete-frame construction. Born in Crewe, south of Manchester, England, he arrived in New York in 1891. Timmis became a well-respected engineer and architect based in the New York City borough of Manhattan. As a knowledgeable and versatile professional in the world of industrial buildings, Timmis was often contracted for building investigations, vibration tests, and building alterations. Timmis was also an inventor. In 1904 while serving as a consulting engineer for the Sackett and Wilhelms Lithographing and Printing Company, he invented the lithotype, a printing device that modernized traditional printing methods by eliminating the setting and distribution of type through a direct, mechanized process.²⁸

By 1915, Timmis formed an architectural and engineering partnership with Howard Chapman. The firm, Timmis & Chapman, operated out of New York during the early 20th century. Timmis & Chapman, often associated with large, industrial buildings, were most noted for their work with reinforced-concrete construction. The firm was responsible for such buildings as the General Lead Batteries Co. Building (Newark, New Jersey), Daggett and Ramsdell Factory (New York), and multiple buildings in collaboration with the Turner Construction Co., industry leaders in reinforced-concrete construction, including Storehouse #2 of the U.S. Navy Fleet Supply Base and the Pirika Chocolate Company Building (both in Brooklyn, New York). Timmis & Chapman were also responsible for the design of four warehouses and a factory in Brooklyn. Yet despite the prolificness of the firm in their native city, it was Timmis alone who is credited with the design of the Osgood Bradley Building, his first building in Worcester. Timmis was later commissioned to design the nearby Printer's Building in 1923, which served as multi-tenant rental space for printing and binding companies. The Printer's Building is again attributed to Timmis alone.²⁹

With a combination of architectural and engineering experience, Timmis was an ideal candidate to design the new Osgood Bradley Building. His expertise provided insight into addressing future tenant production problems before construction even began.³⁰ The process of designing and building the Osgood Bradley Building was outlined in an article Timmis wrote in a February 1915 issue of *The American Architect*. The article, "Factory Construction and Equipment," detailed Timmis's experience with and opinions on the subject, using photos of the newly completed building as illustrations (Figure 4). Timmis wrote:

The problems involved in industrial buildings are probably as numerous and complex as any other type of construction; these problems involve a peculiar combination of architectural and engineering skill coupled with sound business judgment and a close study of manufacturing methods.³¹

The article goes on to explain Timmis's holistic approach to a profitable and successful manufacturing venture, beginning with purchasing the land and construction of the building itself. He outlines those aspects to carefully consider before the site is even purchased, including the most economical height of a building per square foot of plot, character and type of construction, and floor-carrying capacity. In addition, Timmis outlines more specific interior-finish considerations such as flooring, heating, sprinkler systems, fire exits, electrical lighting, and elevators. Timmis explains the necessity of determining "the

²⁸ "New Printing Process; Device to Use Smooth Plate on Rotary Press" *New York Times* December 20, 1903.

²⁹ It is unclear why Timmis alone was selected for the buildings in Worcester.

³⁰ "The Osgood Bradley Building" *Worcester Magazine*, August 1914.

³¹ Walter S. Timmis, "Factory Construction and Equipment," *The American Architect* January- June 1915, vol. 107: 123.

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floor carrying capacity, which can be done by taking the weight of the various machines and the weight of the material used in the process of manufacturing.”³² His expertise in building engineering was crucial to the planning and construction of the Osgood Bradley Building. Timmis acted as an active consultant during the construction process. As manufacturing tenants began leasing space, building modifications, based on weight and other specifications, became pertinent.

Timmis was active in many professional organizations throughout his career, serving as a member of the American Society of Engineers (A.S.M.E.) in New York, consulting engineer for the Sackett & Wilhelms Company, and ASHVE President (1919). Timmis died in 1928 at the age of 56.

2016 Rehabilitation

In 2016, the Osgood Bradley Building was rehabilitated for use as housing targeted at the numerous students and young professionals living in Worcester, with 84 units distributed throughout the entire eight floors of the building. Each of the fully furnished units in the project has one full bath per bedroom as well as one half bath, a dishwasher and garbage disposal, and a washer and dryer. The apartments are a mix of micros, one-, two-, and four-bedroom units, with a total of 250 beds in the facility. The clubhouse, located in the lower level, houses tenant amenity spaces including a study room, game room, and workout center. The boiler building was rehabilitated to serve as a leasing and management office, as well as a model unit and additional rental unit. The project, which began in 2014, restored the exterior terra-cotta details, storefronts, and character-defining features of the building while utilizing State and Federal Historic Rehabilitation Tax Credits.

³² Ibid., 127.

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Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 32,020 sq. ft.

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 42.260789 | Longitude: -71.793826 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

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Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries, encompassing the entire parcel of land associated with the Osgood Bradley Building (assessors parcel number 02-014-00011), are bound on the north by railroad tracks, Grafton Street and Interstate 290 overpass to the east, Franklin Street to the south, and a narrow public alley and adjacent five-story concrete parking garage to the west.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries encompass the entire parcel of land historically associated with the Osgood Bradley Building in Worcester County, Massachusetts.

11. Form Prepared By

name/title: Megan Lydon/Mary Nastasi, with Betsy Friedberg, National Register Director, MHC
organization: Massachusetts Historical Commission
street & number: 220 Morrissey Blvd.
city or town: Boston state: MA zip code: 02125
e-mail betsy.friedberg@sec.state.ma.us
telephone: (617) 727-8470
date: October 2017

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Osgood Bradley Building
City or Vicinity: Worcester
County: Worcester State: MA
Photographer: Mary Nastasi
Date Photographed: 09/2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 17: South and east elevations, looking northwest
- 2 of 17: North elevation, looking south
- 3 of 17: West elevation, looking northeast
- 4 of 17: West elevation, looking northeast
- 5 of 17: South elevation of boiler house, looking north
- 6 of 17: West elevation of boiler house, looking east
- 7 of 17: East elevation storefront detail, looking west toward southeast corner of building
- 8 of 17: East elevation entrance, looking southwest
- 9 of 17: South elevation main entrance, looking northeast
- 10 of 17: Basement community space, looking east
- 11 of 17: First floor main lobby, looking south

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- 12 of 17: Typical upper floor lobby, looking east
- 13 of 17: Typical unit
- 14 of 17: Typical unit
- 15 of 17: Typical stair
- 16 of 17: Boiler house and smokestack remnant, looking west from roof
- 17 of 17: Boiler house interior, looking south

Figure List

- 1: Richard's Standard Atlas of Worcester, Massachusetts, 1922
- 2: Original site plan for the Osgood Bradley Building (ca. 1914; image found in the archives of the Osgood Bradley Building, courtesy of Brad Wyatt)
- 3: "Typical floor plan" of the Osgood Bradley Building (ca. 1918; image found in the archives of the Osgood Bradley Building, courtesy of Brad Wyatt)
- 4: Article by architect Walter S. Timmis titled "Factory Construction and Equipment," highlighting his work with the Osgood Bradley Building (The American Architect, January-June 1915, vol. 107: 123-128)
- 5: The Osgood Bradley Building looking east from shipping platform ("Factory Construction and Equipment," The American Architect, January-June 1915, vol. 107: 126)
- 6: The Osgood Bradley Building during construction, view looking northwest (Turner Construction Co. contractors, July 11, 1914; Worcester Historical Museum)
- 7: The Osgood Bradley Building during construction, view looking east along railroad tracks (September 9, 1914; Worcester Historical Museum)
- 8: The Osgood Bradley Building near completion, view looking southwest (ca. 1914; Worcester Historical Museum)
- 9: The Osgood Bradley Building near completion, view looking west (ca. 1914; Worcester Historical Museum)
- 10: The Osgood Bradley Building, view looking northwest (ca. 1940; Worcester Historical Museum)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Figures

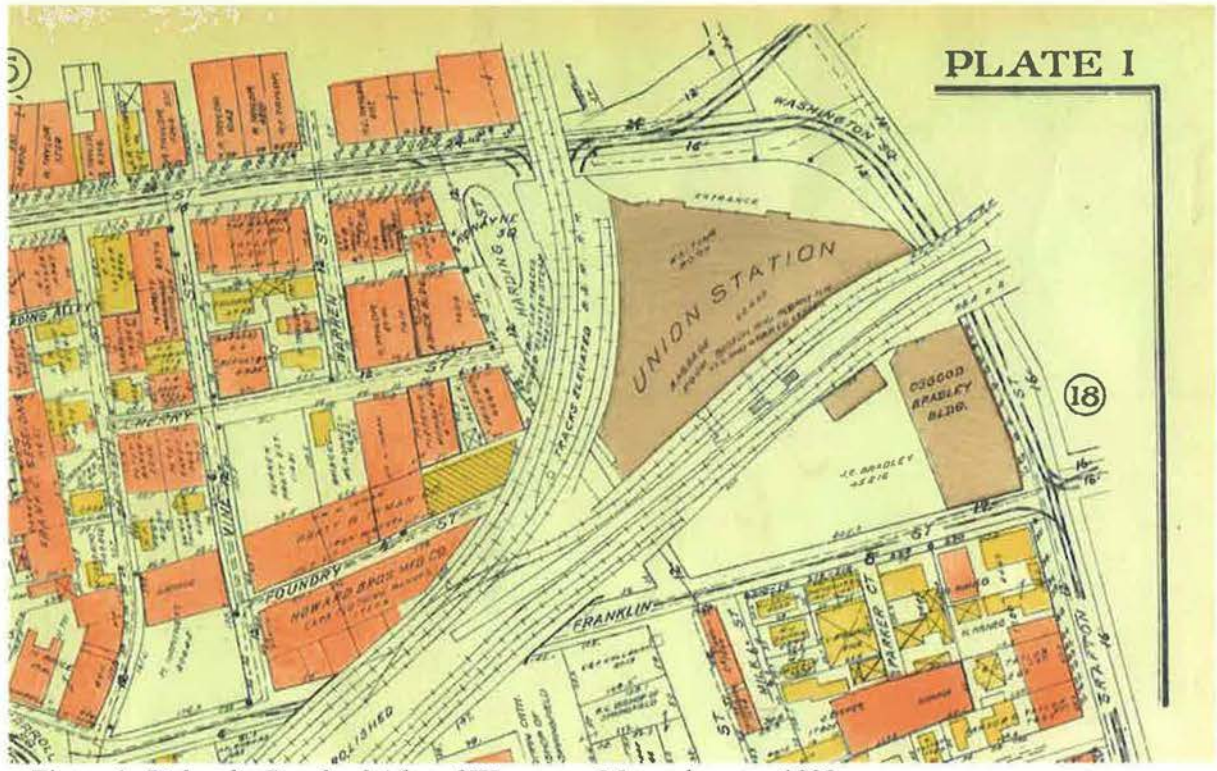


Figure 1: Richard's Standard Atlas of Worcester, Massachusetts, 1922

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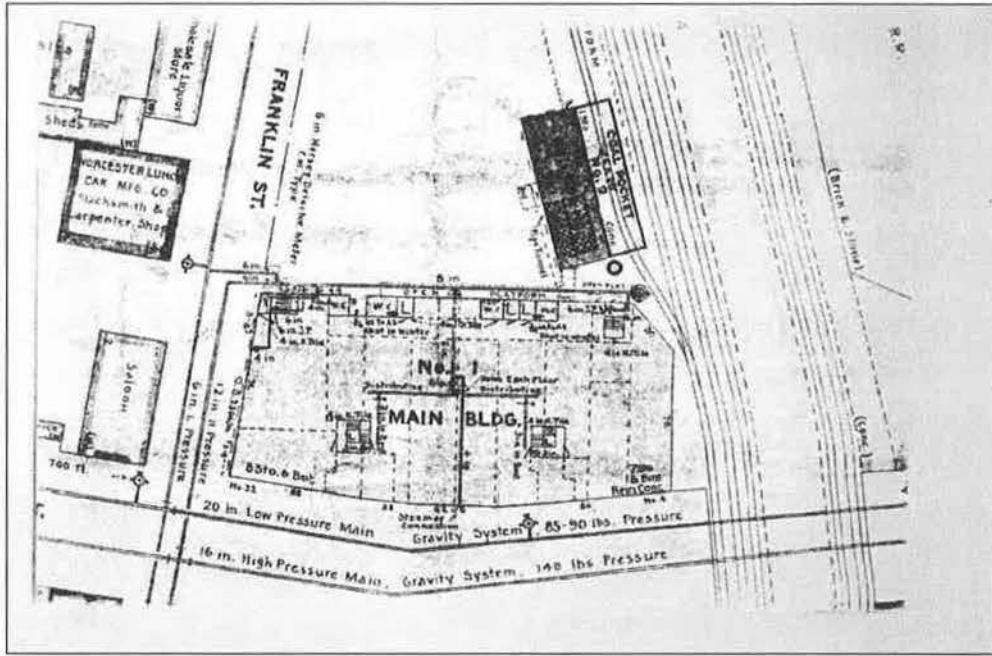


Figure 2: Original site plan for the Osgood Bradley Building (ca. 1914; image found in the archives of the Osgood Bradley Building, courtesy of Brad Wyatt)

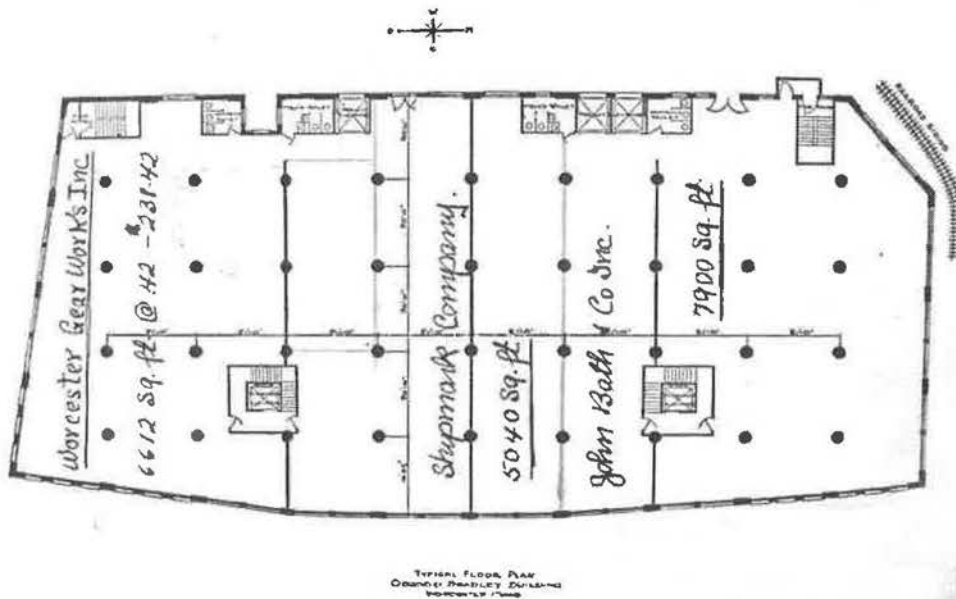


Figure 3: "Typical floor plan" of the Osgood Bradley Building (ca. 1918; image found in the archives of the Osgood Bradley Building, courtesy of Brad Wyatt)

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FACTORY CONSTRUCTION AND EQUIPMENT

By WALTER S. TIMMIS

THE problems involved in industrial buildings are probably as numerous and complex as any other type of construction; these problems involve a peculiar combination of architectural and engineering skill coupled with sound business judgment and a close study of manufacturing methods. As has many times been demonstrated, the time to call in the architect and engineer is before the site is purchased. The nature of the work or business to be carried on should be carefully considered and a location determined; the conditions governing location are briefly as follows:—

1. Proximity to good labor market.
2. Residence facilities for employees.
3. Shipping facilities.
4. Water supply and sewerage disposal.
5. Land value compared with building value.

6. Relation of business offices to factory.
7. Proximity to raw material.
8. Character of sub-surface conditions.

Of the many ramifications of the above points, it is not possible to speak here, but mention should be made of the fact that every one of these are cardinal points in the selection of a site for a manufacturing building.

The character of a building is largely determined by its character of occupancy as also is the height, but both character and type of construction and height are also governed largely by the cost of the land. There is a very definite relation of cost of improvement to the cost of land, a close study of which should be made before proceeding too far in any project. If a prospective owner would know whether his judgment as to location for a particular building on a particular spot is good, let him apply for a loan



MAIN ENTRANCE—OSGOOD-BRADLEY BUILDING, WORCESTER, MASS.
MR. WALTER S. TIMMIS, ARCHITECT AND ENGINEER

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Figure 4: Article by architect Walter S. Timmis titled "Factory Construction and Equipment," highlighting his work with the Osgood Bradley Building (*The American Architect*, January–June 1915, vol. 107: 123–128)

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REAR VIEW—OSGOOD-BRADLEY BUILDING, WORCESTER, MASS.

Figure 5: The Osgood Bradley Building looking east from shipping platform (“Factory Construction and Equipment,” *The American Architect*, January–June 1915, vol. 107: 126)

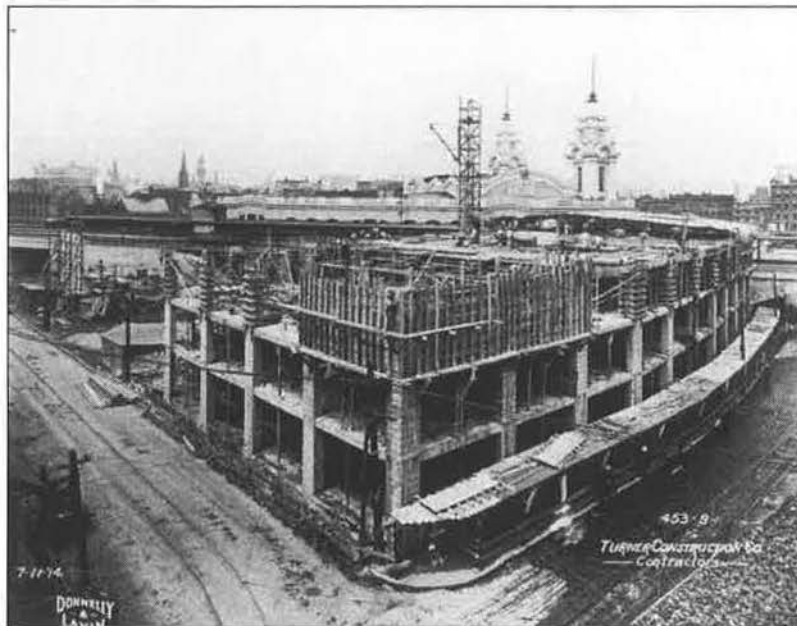


Figure 6: The Osgood Bradley Building during construction, view looking northwest (Turner Construction Co. contractors, July 11, 1914; Worcester Historical Museum)

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Figure 7: The Osgood Bradley Building during construction, view looking east along railroad tracks (September 9, 1914; Worcester Historical Museum)



Figure 8: The Osgood Bradley Building near completion, view looking southwest (ca. 1914; Worcester Historical Museum)

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Figure 9: The Osgood Bradley Building near completion, view looking west (ca. 1914; Worcester Historical Museum)

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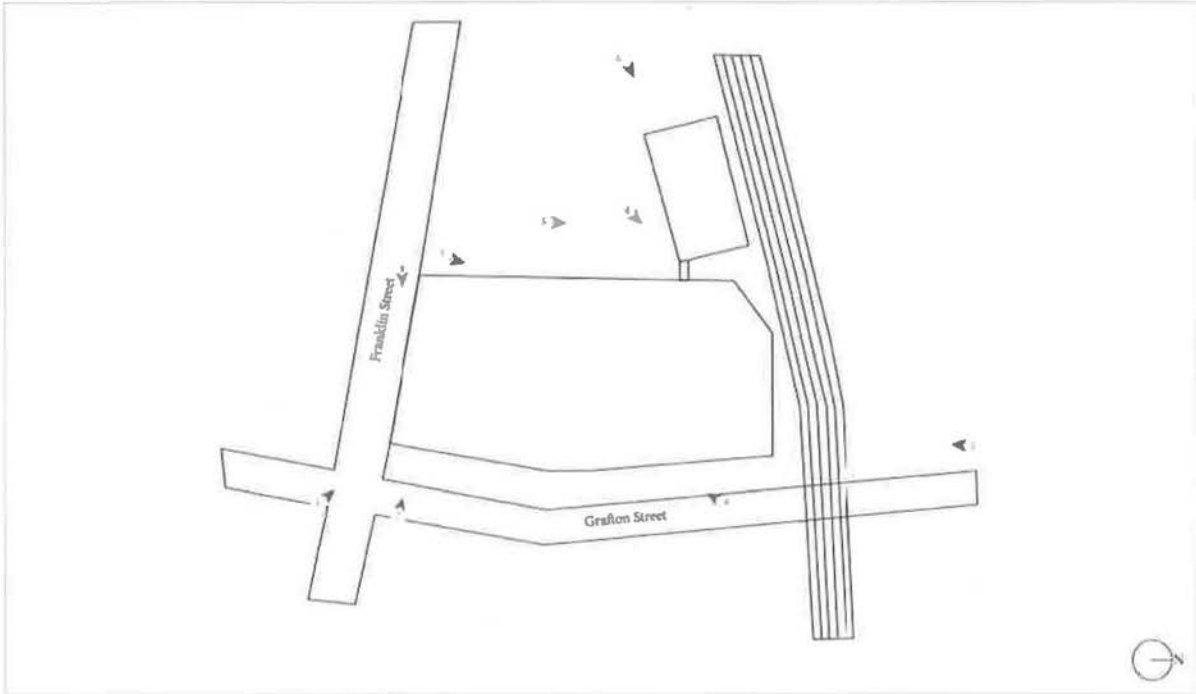


Figure 10: The Osgood Bradley Building, view looking northwest (ca. 1940; Worcester Historical Museum)

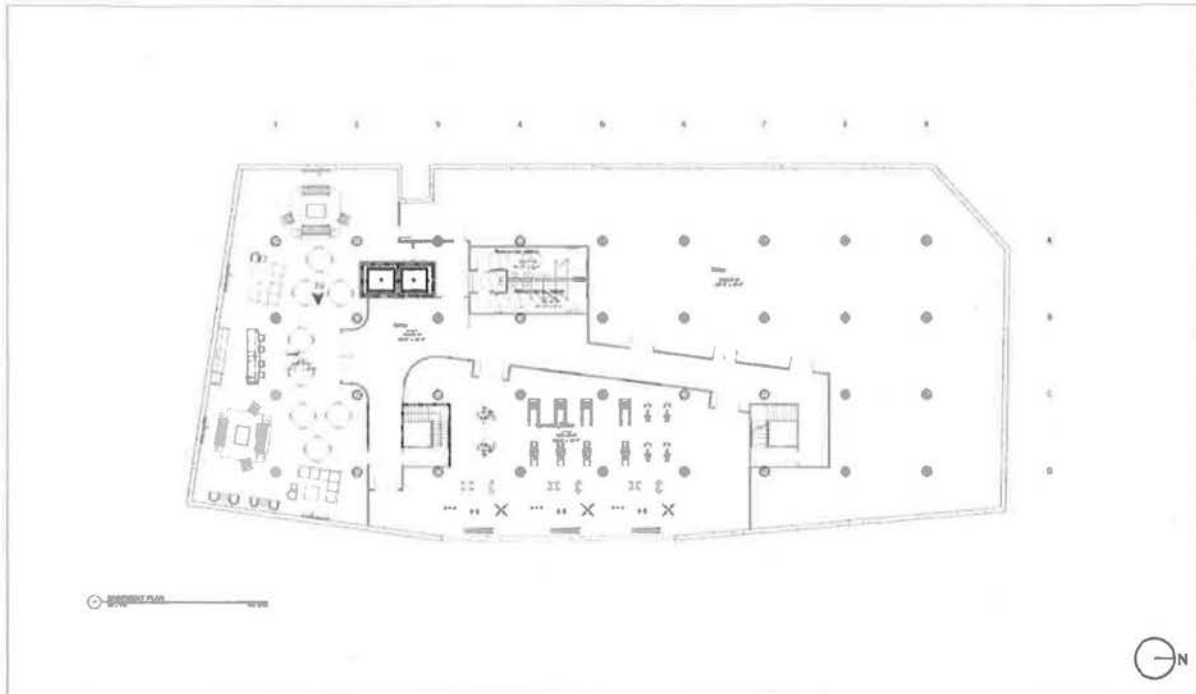
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Photo Keys



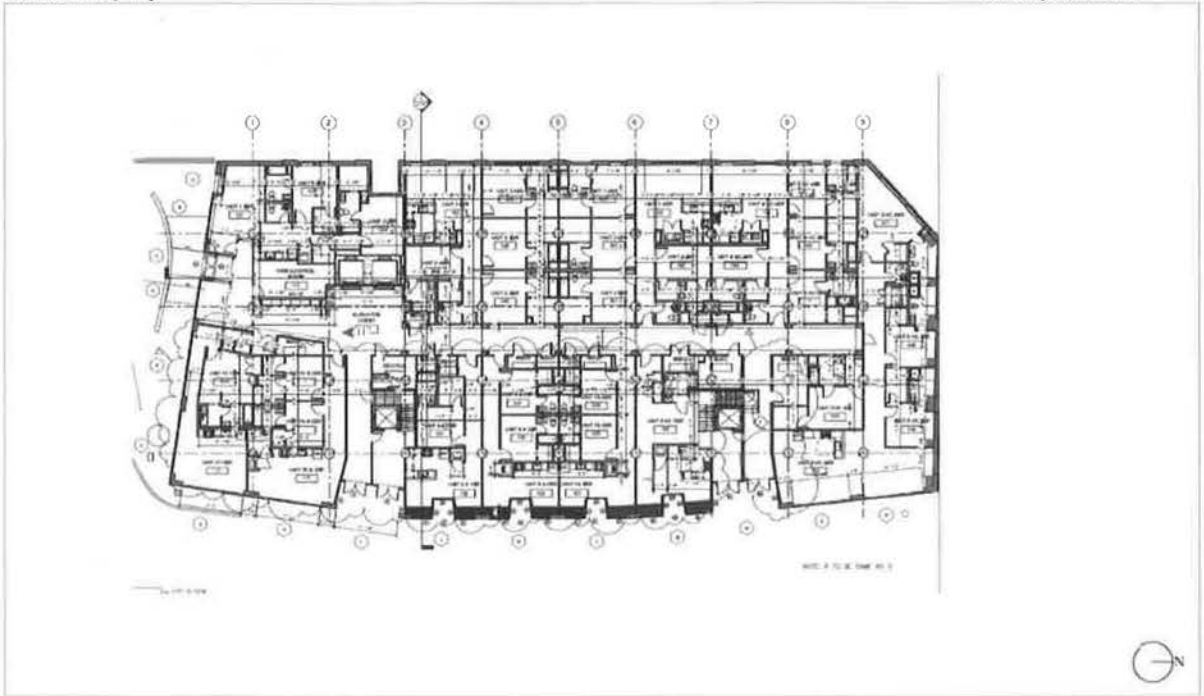
Site Plan



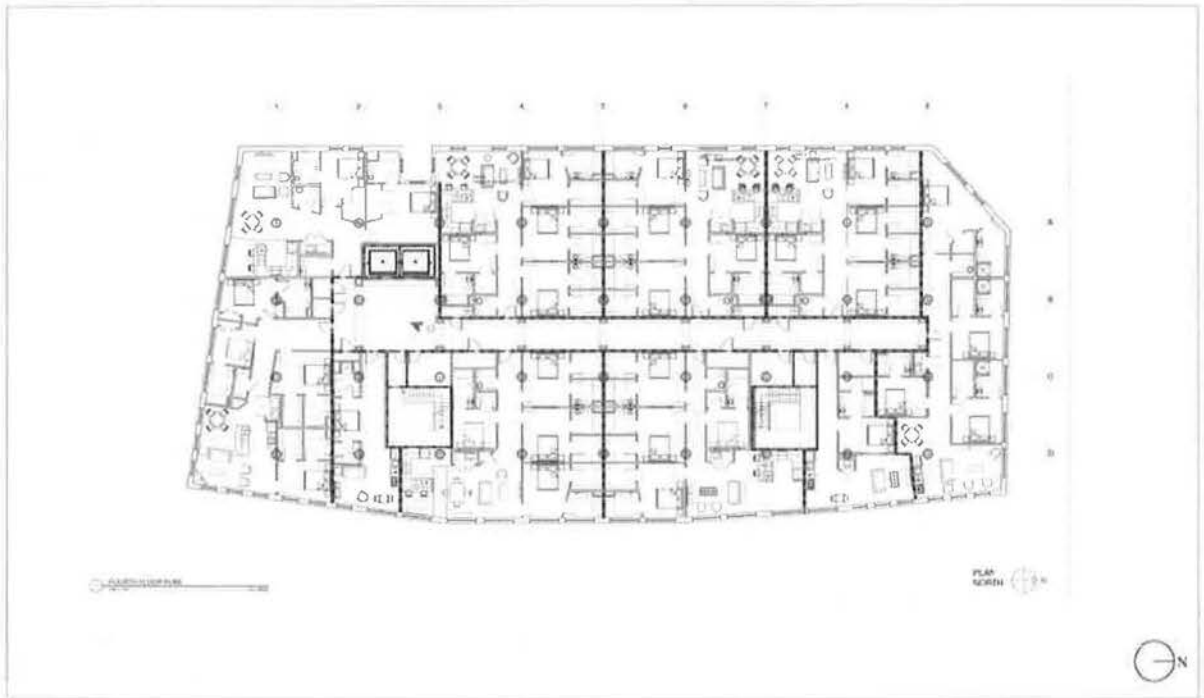
Basement Plan

Osgood Bradley Building
Name of Property

Worcester County, MA
County and State



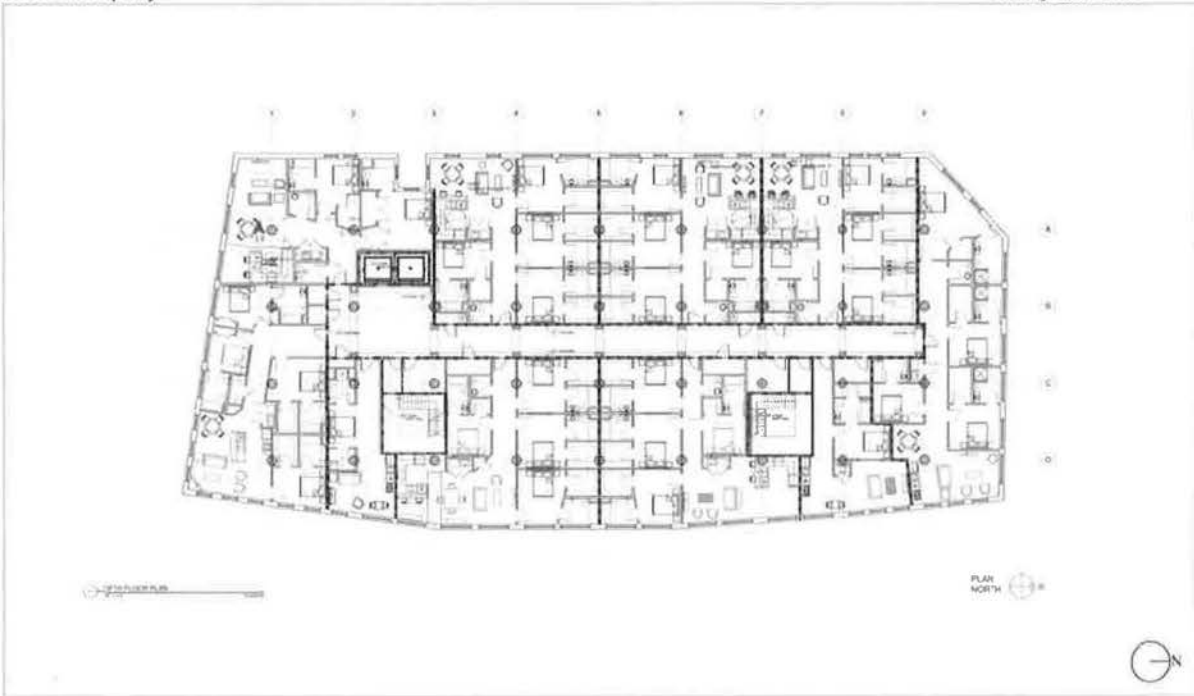
First Floor Plan



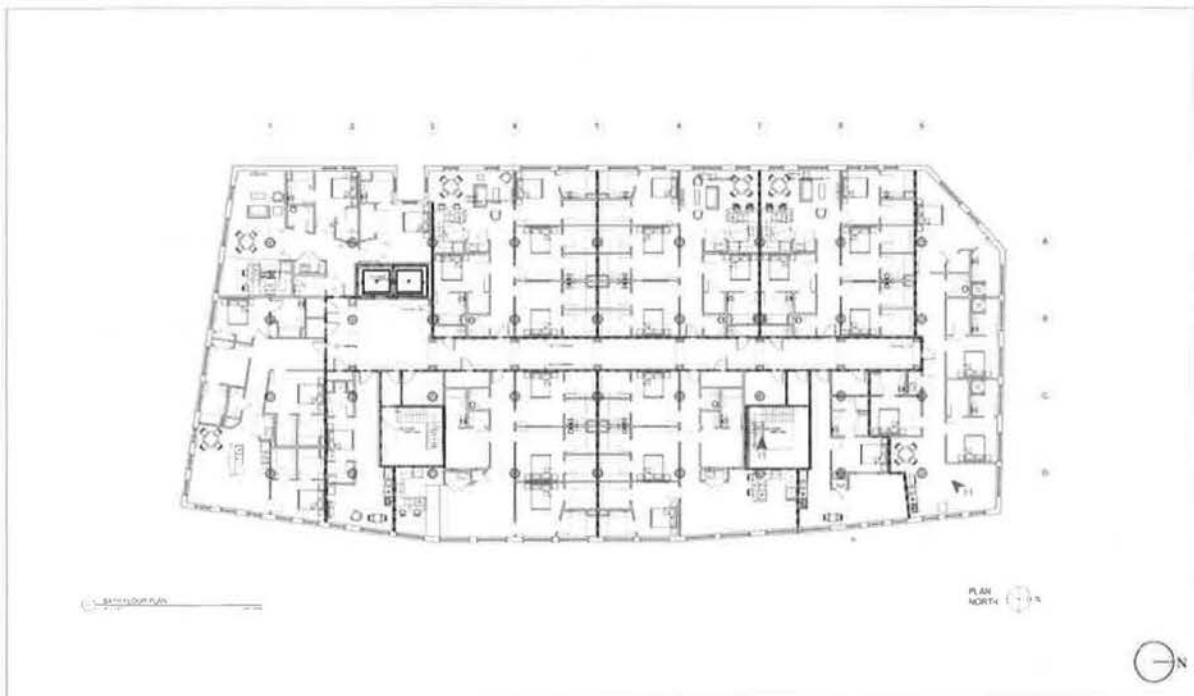
Fourth Floor Plan

Osgood Bradley Building
Name of Property

Worcester County, MA
County and State



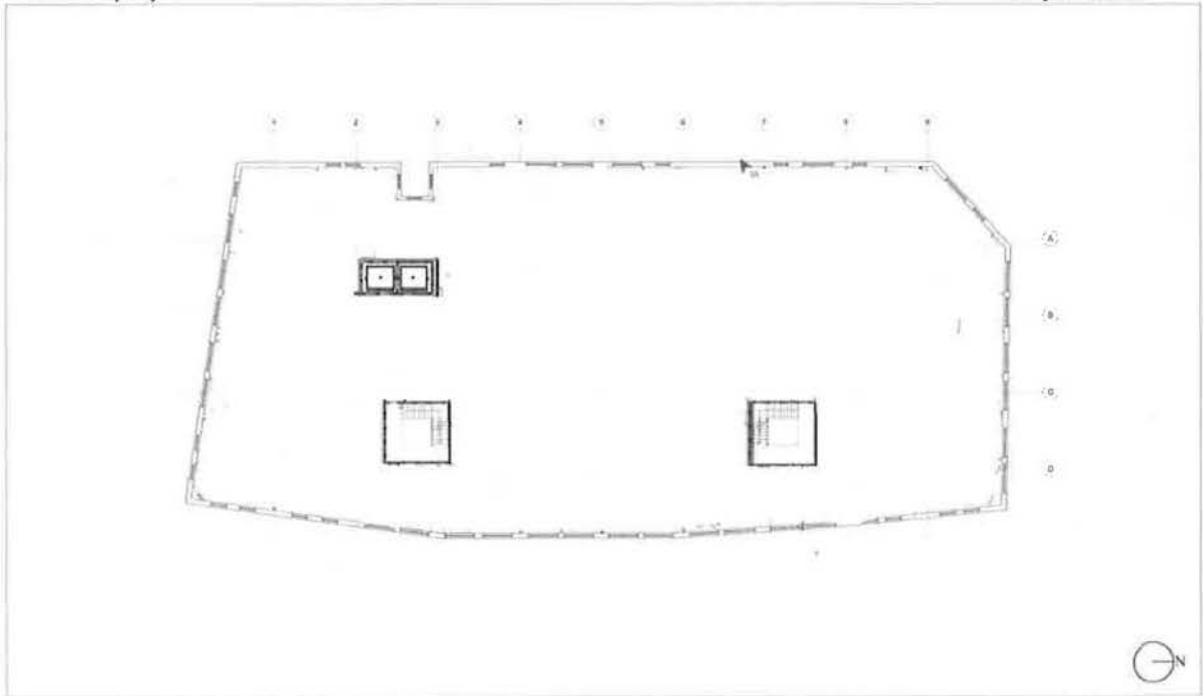
Fifth Floor Plan



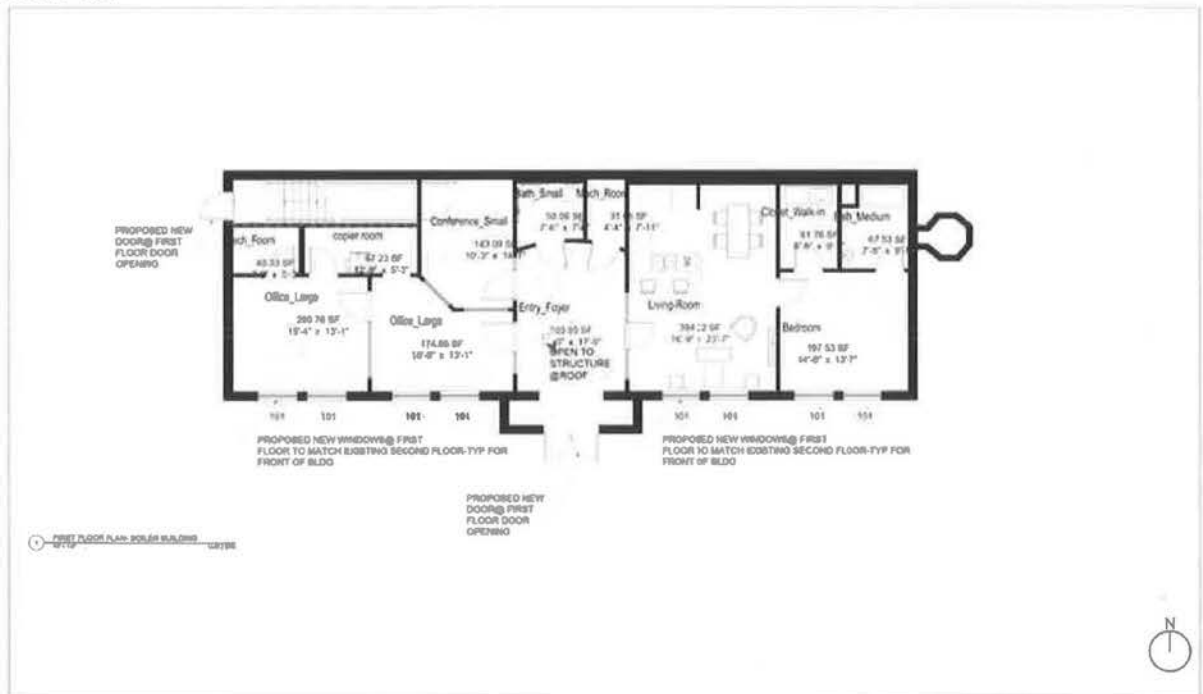
Sixth Floor Plan

Osgood Bradley Building
 Name of Property

Worcester County, MA
 County and State



Roof Plan



Boiler House First Floor Plan



- Legend**
- Building
 - Pylon
 - Garage
 - Street - Paved
 - Outbuilding
 - Street - Unpaved
 - Dock
 - Street - Cemetery
 - Patio
 - Airport
 - Tire
 - Ramp
 - Smokstack
 - Pond
 - Parking - Paved
 - Stream
 - Parking - Unpaved
 - Tie Grid
 - Driveway - Paved
 - Driveway - Unpaved

DATA SOURCE:
 Base Data: City of Worcester GIS
 Parcel Data: Original (ca. 1982) Digitized at 1:400 scale
 Digitized from Aerial: 1:400 x 40 feet
 Digitized from GIS: Digitized at 1:250 scale
 Data File: Original 1:400 x 40 feet
 Digitized from GIS: Digitized at 1:250 scale
 Parcel Data: City of Worcester Assessor's Office
 Assessor's Office: January 1, 2011

COORDINATE SYSTEM:
 All Map Data is in the Massachusetts State Plane Coordinate system
 North American Datum of 1983, Massachusetts Mainland State Plane
 Zone 18N
 Units: Feet

NOTICE:
 Computerized data has been made to ensure the accuracy
 and consistency of data contained, however, the information
 is provided as is and does not constitute a warranty. The City of Worcester
 assumes no liability for any errors, omissions, or inaccuracies
 and does not warrant the accuracy or quality of any
 data as to be shown on or any departure from or addition to or not
 shown by the user based upon the information provided on this map.

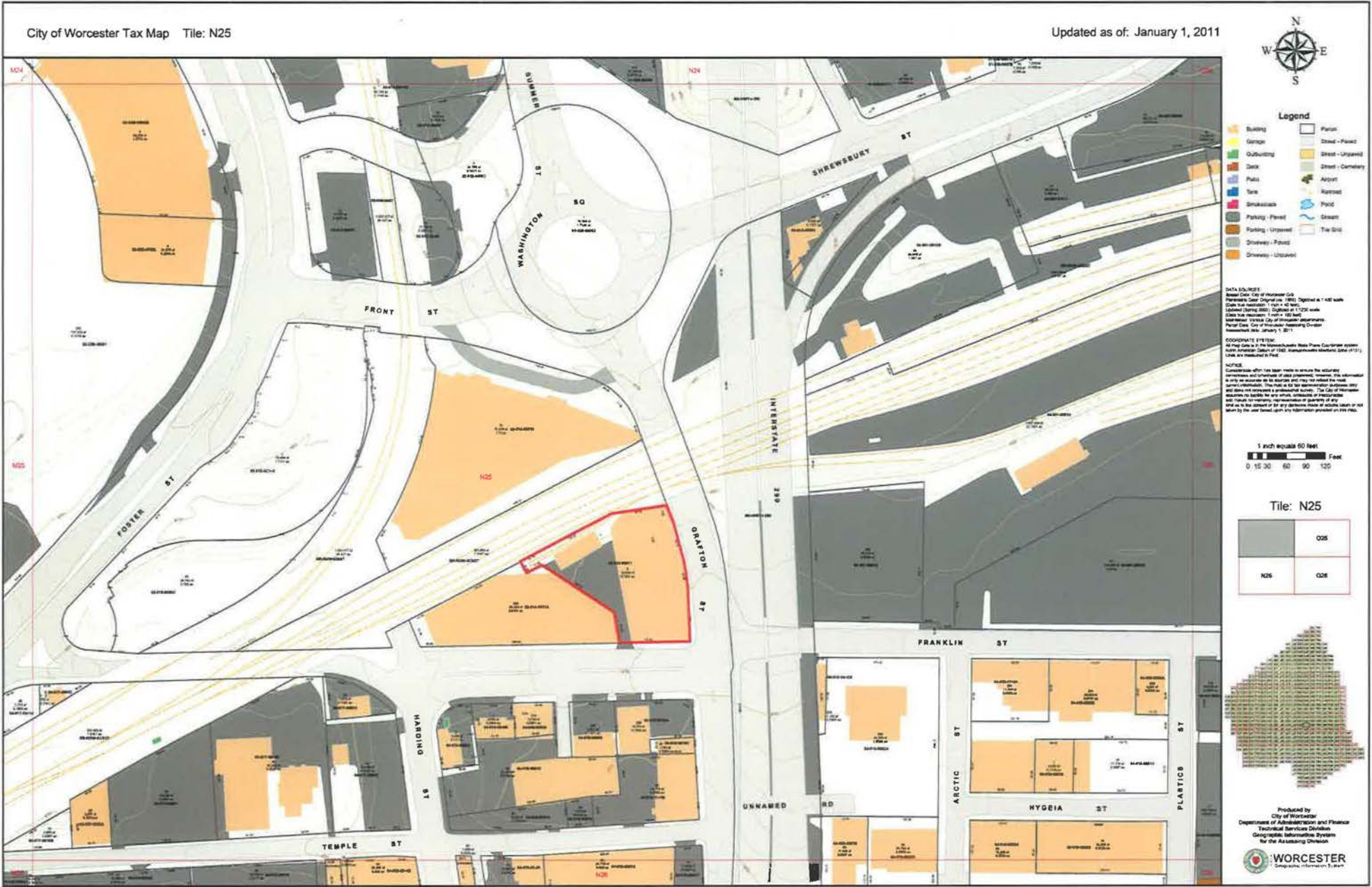


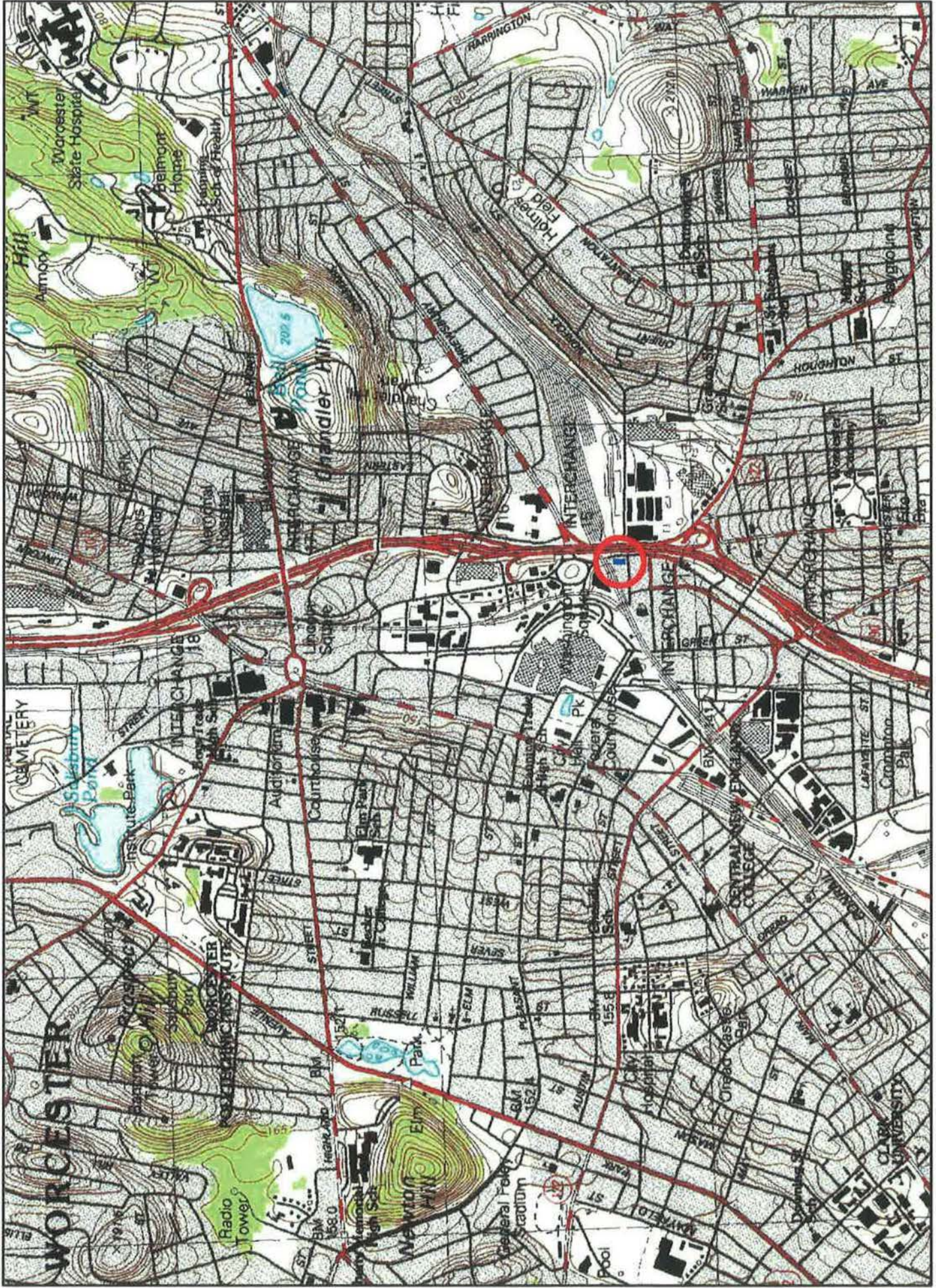
Tile: N25

	O25
N25	O26



Produced by
 City of Worcester
 Department of Administration and Finance
 Technical Services Division
 Geographic Information Systems
 for the Assessing Division





483

482

569

568

567





EDGE

AT UNION STATION

EDGE







MG-756

PP2 931



1034

DR GRAPTON

EVC
Furnished!
8-7888





OSGOOD BRADLEY BUILDING

8

CSX
CITY AND
MUST
USE CITY
P

CLEANLINE AUTO BODY



OSGOOD BRADLEY BUILDING





















EXIT

CLOSED



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Osgood Bradley Building

Multiple Name: _____

State & County: MASSACHUSETTS, Worcester

Date Received: 1/19/2018 Date of Pending List: 2/21/2018 Date of 16th Day: 3/8/2018 Date of 45th Day: 3/5/2018 Date of Weekly List: _____

Reference number: SG100002161

Nominator: State

Reason For Review:

X Accept Return Reject 3/5/2018 Date

Abstract/Summary
Comments: _____

Recommendation/
Criteria Accept, National Register Criteria A and C.

Reviewer Patrick Andrus *Patrick Andrus* Discipline Historian

Telephone (202)354-2218 Date 3/5/2018

DOCUMENTATION: see attached comments : No . see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

January 12, 2018

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1849 C Street, NW stop 7228
Washington, DC 20240

Dear Mr. Loether:

Enclosed please find the following nomination form:

Osgood Bradley Building, Worcester (Worcester), MA

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

Sincerely,

A handwritten signature in blue ink that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Mayor Joseph Petty, City of Worcester
Susan Arena, Worcester CLG
Andrew Shevda, Worcester Historical Commission
Stephen Rolle, City of Worcester
Albert Rex, consultant, MacRostie Historic Advisors
Mary Nastasi, consultant, MacRostie Historic Advisors
Bradford Wyatt, Wyatt Development LLC



Joeckel, Jeffery <jeff_joeckel@nps.gov>

Fwd: Fobes-O'Donnell and Osgood Bradley NR nominations

1 message

Andrus, Patrick <patrick_andrus@nps.gov>
To: "Joeckel, Jeffery" <jeff_joeckel@nps.gov>

Tue, Mar 6, 2018 at 1:06 PM

Hi Jeff: I spoke with you last week about MA SHPO request that we replace parts of these two nominations (not yet listed). See attached.

Patrick

----- Forwarded message -----

From: Friedberg, Betsy (SEC) <betsy.friedberg@state.ma.us>
Date: Tue, Mar 6, 2018 at 11:41 AM
Subject: Fobes-O'Donnell and Osgood Bradley NR nominations
To: "Andrus, Patrick" <patrick_andrus@nps.gov>

Hi Patrick,

Here are the revisions to the Fobes-O'Donnell and Osgood Bradley nominations. For Fobes, I am just sending the cover page and the 3 pages in section 8 that we discussed. For Osgood-Bradley, the changes our commissioner requested were minor but scattered throughout the text of the nomination, so I'm sending all of sections 7 and 8. We will also send you hard copies in our next transmittal package.

Thank you.

All best,

Betsy

Betsy Friedberg

National Register Director

Massachusetts Historical Commission

220 Morrissey Blvd.

Boston, MA 02125

Ph: 617-727-8470

Fax: 617-727-5128

www.sec.state.ma.us/mhcbetsy.friedberg@sec.state.ma.us

--


Patrick Andrus, Historian
National Register of Historic Places


3/9/2018


DEPARTMENT OF THE INTERIOR Mail - Fwd: Fobes-O'Donnell and Osgood Bradley NR nominations

National Park Service
(202) 354-2218
patrick_andrus@nps.gov

3 attachments

 Fobes-O'Donnell Nomination-cover-rev .pdf
521K

 Fobes-O'Donnell Nomination-Sec.8--p9-1 1-rev.pdf
20K

 Osgood-Bradley-sec7-8- revMar2018.pdf
93K



Andrus, Patrick <patrick_andrus@nps.gov>

Access to pending files 1/20/2018

1 message

Joeckel, Jeffery <jeff_joeckel@nps.gov>

Tue, Jan 30, 2018 at 2:24 PM

To: Alexis Abernathy <Alexis_Abernathy@nps.gov>, Patrick Andrus <patrick_andrus@nps.gov>, Edson Beall <edson_beall@nps.gov>, Lisa Deline <lisa_deline@nps.gov>, James Gabbert <james_gabbert@nps.gov>, Paul Lusignan <paul_lusignan@nps.gov>, Kevin Moriarty <kevin_moriarty@nps.gov>, Rustin Quaide <rustin_quaide@nps.gov>, Roger Reed <roger_reed@nps.gov>, Barbara Wyatt <barbara_wyatt@nps.gov>, Paul Loether <paul_loether@nps.gov>, Jeffery Joeckel <Jeff_Joeckel@nps.gov>, Michael Roller <michael_roller@nps.gov>, Julie Ernstein <julie_ernstein@nps.gov>

Its still 2018 so these pdfs are on pontus at:

\\np2551pontus\nrhp_nhl\NR-NHL Scanned Materials\2018 properties\Date Received

you need to know the reference number of the file (you get that from the pending list) It is also in the NRIS.

Large number of nominations, but not many issues this week.

Issues of the week:

Lisa

Arizona:

SG100002146 - Ponderosa II - this is it, the one we've been waiting for: Lorne Green's Ponderosa. However, not listed for Lorne Greene? Clearly the whoever prepared this nomination did not watch enough Classic Battlestar Galactica. BY YOUR COMMAND!

Oregon

AD96000998 - Public Service Building and Garage - A.D.

Paul

California

SG100002147 - previously a DOE

Jim:

Kentucky

SG100002156 - Louisville Railway Company High Street Power Station - owner objection

MP100002159 - GAR Monument - commemorative property

Nebraska

MC100002163 - Carnegie Libraries in Nebraska MPS Cover

OT73001060, OT83003988, OT92000746, OT91000299 - all removals. They just sent a transmittal letter. If you are working on a removal continuation sheet, now may be a good time for it.

And just a good number of Kentucky and Nebraska in general this week.

Patrick

Massachusetts

SG100002161 - Osgood Bradley Building - nomination looks fine, but the disk came in damaged, photos 7-15 don't open

Roger:

Minnesota

MP100002162 - Chicago, Milwaukee, St. Paul and Pacific Railroad Depot - I didn't see any issues with the file, but there is a USGS map that I have not scanned yet.

Barbara



Andrus, Patrick <patrick_andrus@nps.gov>

Osgood Bradley Building

1 message

Andrus, Patrick <patrick_andrus@nps.gov>
To: Betsy Friedberg <betsy.friedberg@state.ma.us>

Wed, Jan 31, 2018 at 9:41 AM

Hi Betsy: The photograph disc for the Osgood Bradley Building nomination came in damaged (photos 7-15) don't open) - could you please send a replacement disc to my attention.

Thanks,

Patrick

--

Patrick Andrus, Historian
National Register of Historic Places
National Park Service
(202) 354-2218
patrick_andrus@nps.gov