

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

DEC 8 1988

NATIONAL
REGISTER

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

1. Name of Property

historic name Northbound and Southbound Stations

other names/site number

2. Location

street & number 1 & 3 Mill Street

city, town Attleboro

state MA

code MA

county Bristol

code

N/A not for publication

N/A vicinity

005

zip code 02703

3. Classification

Ownership of Property

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing	Noncontributing
2	_____ buildings
_____	_____ sites
_____	_____ structures
_____	_____ objects
2	0 Total

Name of related multiple property listing:

N/A

Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

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

Valerie A. Talmage

Signature of certifying official

Nov. 28, 1988
Date

Executive Director, Massachusetts Historical Commission

State or Federal agency and bureau State Historic Preservation Officer

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

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.

☐ removed from the National Register.☐ other, (explain:)Entered in the
National Register1/5/89

Signature of the Keeper

Date of Action

6. Function or Use Northbound and Southbound Stations, Attleboro, MA

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

Transportation/ train depot

Transportation/ train depot

Commercial/ office building

7. Description

Architectural Classification

(enter categories from instructions)

Materials (enter categories from instructions)

Late 19th and 20th Century Revivals/
Richardsonian Romanesque

foundation Granite

walls Brick

roof Terra-Cotta

other

Describe present and historic physical appearance.

[Note: The two nominated buildings were rehabilitated in 1986 in conformance with the Historic Preservation Certification Process.]

The two Attleboro Train Stations are located in the center of Attleboro, approximately one quarter mile south of the central business district on a railroad line that runs through the town in a northeast to southwest direction. The stations stand facing one another across the elevated tracks of the New York, New Haven & Hartford Railroad. Construction of these tracks began in June of 1905, with the first train passing over them in May of 1906.

On the west side of the tracks, the Southbound Station, built in 1908, stands on a 26,000 square foot lot that is bordered by South Main Street to the west and south, and by Mill Street to the north; much of the lot is paved for parking. The lot rises gradually from Mill Street to its highest level at the south end of the property. On the east side of the tracks, the Northbound Station, built in 1906, stands on a level, one acre lot that is paved for parking. No documentation has been found to indicate that the site was ever significantly landscaped. Wooden platforms surrounded the Northbound Station, while the Southbound Station has a wooden platform on its track side and an unpaved driveway and parking area on its west side used by wagon and cars. Sections of the original cast-iron fences that ran along the platforms remain on both sides of the tracks and are contributing elements to the historic character of the site. Originally, a picket fence prohibited passengers from crossing the tracks, although northbound freight, sorted at the Southbound Station, passed over the tracks through a large gate.

Many of the neighboring buildings were constructed in the early twentieth century; these include a theater, a diner, and several industrial buildings. The parking lot and modern offices of the Sun Chronicle are located on the opposite side of Mill Street from the Southbound Station. Across the South Main Street are two nineteenth century jewelry mill buildings.

Southbound Station

The Southbound Station is a Richardsonian Romanesque style building rising from a granite foundation. Rectangular in plan, the station stands on a multi-level site. The shallow pitch gabled roof is sheathed with terra cotta tiles and extends south of the building over a waiting area and an underpass. At the least elevation (facing the tracks) the roof extends past the wall of

☒ See continuation sheet

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Continuation Sheet

Northbound and Southbound Stations
Attleboro, MA

Section number 7 Page 1

the building approximately three feet and is supported on triangular brackets. A small wing extending from the west side of the building's main block is enclosed by a flat roof framed by a brick parapet. The station rises one story above track level at the east and south elevations but stands two stories at the west and north elevations. The lower story is faced with rough-cut random ashlar granite. The second story is constructed of red brick with rough-cut granite sills, keystones, and coping. At the first story, windows are set in simple rectangular openings, while those at the second story are set within arched openings. Palladian windows decorate both gable ends at the attic. Paired and single 1/1 sash were installed as part of the 1986 rehabilitation, as were the multipaned transoms in the largest arched window openings.

Facing the tracks, the east elevation is divided into eight bays. As originally constructed, the southernmost window and door provided light and access to the baggage room. Moving north, the next window lit the telegraph room. The remaining bays provided two entrances and three windows for the large waiting room. The five northernmost bays are recessed from the face of the building approximately ten feet; five arches, in line with the three southernmost bays, create a loggia to shelter passengers.

The west elevation consists of eight bays, three of which (northernmost) are recessed approximately ten feet. Each bay contains one window opening per story.

The north elevation consists of the main block, which is three bays wide, and an additional, slightly recessed bay to the west. At the first floor, a granite stairway leading to the platform occupies the easternmost bay. A flat canopy, supported by triangular brackets and iron rods, and a granite loading dock span the remaining three bays which contain a window and two entrances that were originally loading doors (converted to entrances as part of the 1986 rehabilitation). On the second story, there are four arched openings decorated with granite keystones, imposts, and sills. The easternmost opening leads to the loggia. Moving west, the next two bays contain large windows and the westernmost bay contains a narrow window. A Palladian window decorates the gable at the attic.

The south elevation consists of a one story of four bays with a bracketed pent roof across the entire elevation. Moving east from the west end, there is a window, a double door, a standard width door, and a window. A Palladian window at the attic mirrors that at the north elevation.

continued

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Attleboro, MASection number 7 Page 2

The interior of the station was organized in such a way that incoming freight was received and sorted on the lower level and raised by elevator to the trains. Northbound freight was transported over the tracks and was loaded on the northbound side. Most southbound passengers used the stairs from Mill Street to reach the main waiting room and the platform. The second floor of the station had the express office, baggage room, and the telegraph office at the south end and the main waiting room at the north end. The waiting room, which has been preserved, has a rectangular alcove set off from its west wall by brick arches, repeating the feeling and proportions of the loggia. Arched openings surround the waiting room except on the south side of the room where a modern wall exists. The original walls are decorated with four foot oak tongue & groove wainscoting.

In 1984, a fire destroyed the southern half of the interior and roof. The waiting room was not badly damaged by the fire and was partially restored as part of the 1986 rehabilitation. These remaining features, including almost all of the window cases, the fanlights, all of the oak trim in the waiting room and four of the original doors, were repaired during the 1986 rehabilitation.

Northbound Station

The Northbound Station is less complex than the adjacent Southbound Station, rising only one story on a level site and serving as a passenger station exclusively. The brick building is dominated by a terra-cotta tile roof that extends past the east and west walls of the building, where it is supported on triangular brackets, and stretches north and south from the building providing shelter for the platforms. Concrete coping finishes the gable ends. A single brick chimney on the west face of the roof is the only break in the exaggerated horizontal lines. A granite stringcourse extends around the building below the windows forming their sills. There is a basement beneath the center section of the station and a three-foot crawl space under each end. Fenestration is asymmetrical at the east and west elevations and symmetrical at the north and south elevations with most window openings containing 9/1 sash.

Facing the tracks, the west elevation consists of (from north to south) a secondary doorway topped by a granite lintel, a large arched window opening with paired sash beneath a fanlight, a primary entry set beneath a fanlight within an arched opening, a projecting rectangular bay with five arched windows, another primary entry (identical to the first), a large arched window opening (identical to the first), a smaller arched window opening containing narrow paired sash beneath a fanlight, and a secondary arched entry with a fanlight.

continued

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Northbound and Southbound Stations
Attleboro, MA

Section number 7 Page 3

The east elevation, facing Union Street, consists of (south to north end) a large arched window opening with paired sash set beneath a semi-circular transom, a smaller arched window opening with paired sash set beneath a semi-circular transom, a large arched window opening (identical to the first), a primary entry set beneath a semi-circular transom within an arched opening, two large arched window openings (identical to the first), a primary entry and a rectangular window opening with a granite lintel.

The north elevation consists of a large arched window opening, with paired sash beneath a semi-circular transom, flanked by two rectangular window openings with granite lintels. A lunette window decorates the gable at the attic.

The south elevation consists of two equal bays each containing a large arched window opening with paired sash beneath a fanlight. A lunette window at the attic mirrors that at the north elevation.

The Northbound Station has virtually been in continuous use since it was built in 1906. The building was rehabilitated in 1986 and continues to be used as a ticket office and waiting area for the Greater Attleboro Taunton Regional Transit Authority. The interior remains largely intact; the windows, trim and ceiling heights all remain as originally constructed. Some new partitions were added at the north end as part of the rehabilitation. The main waiting room at the south end of the building is still in active use for the train. A restaurant counter has been added along the north wall of the waiting room and new lavatories have also been added.

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Northbound and Southbound Stations
Attleboro, MA

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Archaeological Description

Remains of two prehistoric sites (19-BR-27, 29) may exist on the railroad station property. In addition, at least 18 known prehistoric sites have been recorded in the general area (within one mile). Given the railroad station's close proximity to the Ten Mile River and its associated resources, the area would have been attractive for Native American settlement and subsistence. In general, however, the potential for either prehistoric or pre-19th century historic remains seems low as a result of extensive urban, industrial and railroad development in the area.

There is significant historical archaeological potential within the property, particularly following the introduction of the railroad to Attleboro in 1831. Three stations, exact location unknown, preceded the present structure, the last of which, a large brick station, was constructed in 1873. Structural remains may still exist from these stations or from associated rail line facilities. Nineteenth century railroad construction likely destroyed any earlier historic resources.

8. Statement of Significance Northbound and Southbound Stations, Attleboro, MA

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

☐ nationally ☐ statewide ☒ locallyApplicable National Register Criteria ☒ A ☐ B ☒ C ☐ DCriteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Architecture
Transportation
Community Planning and Development

Period of Significance

1906-1938

Significant Dates

1906, 1908

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Engineers - Edward HagelConstruction Overseers- Mortimer I. HooperJames F. Keon

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

The Attleboro Train Stations possess integrity of design, materials, workmanship, location, and association with the development of Attleboro as an important manufacturing center. They are distinctive examples of Richardsonian Romanesque style architecture and retain the major elements of their original early twentieth century design. The properties are of local importance and meet Criteria A and C for listing on the National Register of Historic Places.

The Boston & Providence Railroad first brought trains to Attleboro in 1831. The railroad helped to transform Attleboro from an agricultural community to a thriving manufacturing town, with numerous jewelry factories and textile mills by the turn of the century. Three railroad stations served the town prior to construction of the existing structures; two simple wooden buildings and later a large Victorian Gothic brick station (erected in 1873). The exact locations of the earlier stations are not known but they are believed to have been near the site of the existing stations. Prior to 1908, only one station was in use at a given time. As rail traffic increased, so did the accidents at the numerous crossings throughout the city. Finally, in 1891, after several fatal accidents, the city petitioned the railroad company to elevate the tracks. About the same time, increased shipping of freight to and from Attleboro created the necessity for two stations.

Work on the new elevated line began in 1905 when a force of 200 Irish workmen were brought into Attleboro to undertake construction. The huge project involved the rebuilding of the railroad bed of four tracks above street level which eliminated thirteen street crossings. Between 1905 and 1908, four granite underpasses for street traffic, two bridges, signal towers and the two stations were constructed at a cost of \$1,000,000. Several of these bridges survive but are outside the area of this nomination.

☒ See continuation sheet

9. Major Bibliographical References Northbound and southbound Stations, Attleboro, MA

Attleboro Chamber of Commerce, Panorama of Attleboro, Massachusetts, 1939

The Attleboro Sun, 11/14/04, 5/5/06, 7/27/06, 10/27/05

Hitchcock, Henry Russell, The Architecture of Henry Hobson Richardson and His Times, MIT Press, Cambridge, MA, 1961.

Mass. Historical Survey Forms, 1985. Interview with Henry Pellitier 9/8/85.

☐ See continuation sheet

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 # _____

Primary location of additional data:

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

Specify repository:

Massachusetts Historical Commission

10. Geographical Data

Acreage of property 1.1 acres and .57 acres

UTM References

A 19 310580 4645660
Zone Easting Northing

C

B 19 310640 4645620
Zone Easting Northing

D

☐ See continuation sheet

Verbal Boundary Description

The two nominated properties include the Northbound Railroad Station at

1 Mill Street, Attleboro, Massachusetts and the Southbound Station at

3 Mill Street, Attleboro, Massachusetts.

☐ See continuation sheet

Boundary Justification

The Southbound Station is shown on Assessors map dated 1/1/65, parcel 332. It is the same parcel conveyed to the New York, Hartford and New Haven Railroad by Anna M. Cushman ETAL in 1905, recorded in Taunton Registry of Deeds Book 597

☒ See continuation sheet

11. Form Prepared By

name/title Christine S. Beard/ Elizabeth Pyne with Betsy Friedberg
organization Massachusetts Historical Commission date May 11, 1988
street & number 80 Boylston Street telephone (617) 727-8470
city or town Boston state MA zip code 02116

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Continuation Sheet

Northbound and Southbound Stations
Attleboro, MA

Section number 8 Page 1

In October of 1905, the jewelry industry in the city set a record for production of over one ton of jewelry. The changes to the city and the construction project of the two stations mark a high water mark for the transportation demands of the jewelry industry. The need for the two stations reflects the vitality of industry in Attleboro.

Jewelry and textiles were delivered to the Southbound Station by horse and wagon from many small factories and mills. The American Railway Express Company sorted and shipped freight to Boston, Providence, and other locations throughout the country. Incoming and outgoing freight moved through the station five days a week from businesses and mills in Attleboro and North Attleboro. Freight shipments headed north were transported over the tracks and loaded on the northbound side while passengers safely used the underpass to move between the two stations.

Passenger traffic was also important to the railroad and the city. At peak hours, trains moved commuters to Boston and Pawtucket every half hour for fifteen cents. Petitions for increased passenger service appeared in early twentieth century newspapers; passengers demanded more trains in the evening and weekends.

Prior to the construction of the stations, land on which the Southbound Station was constructed was privately owned by Anna M. Cushman. It is not known exactly what the land was used for but it was undeveloped. Land on which the Northbound Station stands was purchased from Arthur B. Carpenter just prior to construction of the station. It was also undeveloped land.

Both stations are well-preserved examples of the Richardsonian Romanesque style and retain major elements of their original design. The stout horizontal elevations, wide overhanging eaves, round arch windows, and heavy massing are all characteristic elements of that style.

The stations appear to have been designed by staff engineers of the New York, New Haven & Hartford Railroad Company. The original design plans of the two stations were signed by Edward Hagel of the Providence Division. The construction phase of the project was conducted with the help of Wallaston, Massachusetts engineer Mortimer I. Hooper, and completed under the direction of James F. Keon, of the Northeastern Construction Company of New York. Keon, a resident of North Attleboro, also worked for the New York, New Haven & Hartford Railroad in other cities.

Although the Richardsonian Romanesque style was common for railroad stations throughout New England, the Attleboro stations are the only remaining examples on this particular line. Other examples in the Boston area can be found in

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Northbound and Southbound Stations
Attleboro, MA

Wellesley, Framingham, and Newton, to name a few. The two buildings, the last active railroad stations in Attleboro, are the only examples of Richardsonian Romanesque style architecture in the city. A comparable building, in the Romanesque Revival style, is the Bates Building (ca. 1890) at 4 Park Street, in the center of the city. The only other extant railroad building in Attleboro is at the Pike Avenue Bridge. It is a wood frame building, now a residence, and was called the Bear Croft Station.

Although the stations have had no major exterior alterations, the interiors have undergone moderate changes in the last twenty years. The Northbound Station has been in continuous use for eighty years and has had some changes. Part of the waiting room has been partitioned to smaller offices but the original ticket office and the other original small offices remain intact. The impact of these interior changes to the Northbound Station is not substantial. The results of the 1986 rehabilitation are very sympathetic to the historic character of the building. The ceiling heights, the windows, interior trim and wall surfaces have all been restored.

After the Southbound Station closed in the 1970s, vandalism and years of vacancy contributed to its deterioration. In 1984, a fire extensively damaged the interior and the roof. Finally in 1985, the present owners purchased the building and began a Certified Rehabilitation. The station now serves the city as an office building. The exterior and the most significant public spaces of the station, notably the main waiting rooms, have been preserved.

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United States Department of the Interior
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Northbound and Southbound Stations
Attleboro, MA

Section number 8 Page 3

Archaeological Significance

While numerous prehistoric sites are present in Attleboro, many were poorly reported and/or destroyed by urban development. Accordingly, patterns of prehistoric occupation in Attleboro are poorly documented, indicating surviving sites would be significant. Sites in the area may contain valuable information relating to native subsistence and settlement activities along the Ten Mile River area in their relationships to other sites in the Narragansett Bay drainage to the south.

Historic archaeological remains described above have the potential for providing detailed information on the development of railroads in Attleboro, and Massachusetts in general. Archaeological remains of earlier railroad stations could provide information on the early rail transportation needs of Attleboro and how these needs changed through time. Structural remains of these stations as well as other archaeological features may offer the potential for studying the social, cultural, and economic conditions surrounding the individuals employed by the railroad and those using railroad facilities.

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Continuation Sheet

Northbound and Southbound Stations
Attleboro, MA

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9. Major Bibliographical References

Attleboro Chamber of Commerce, Panorama of Attleboro, Massachusetts, 1939 The
Attleboro Sun, 11/14/04, 05/05/06, 07/27/06, 10/27/05.

Hitchcock, Henry Russell, The Architecture of Henry Hobson Richardson and his
times, MIT Press, Cambridge, MA, 1961.

Massachusetts Historical Survey forms, 1985. Interview with Henry Pellitier
09/08/85.

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Continuation SheetNorthbound and Southbound Stations
Attleboro, MASection number 10 Page 1

10. Geographical Data

Verbal Boundary Description

The two nominated properties include the Northbound Railroad Station at 1 Mill Street, Attleboro, Massachusetts and the Southbound Station at 3 Mill Street, Attleboro, Massachusetts.

Boundary Justification

page 532. The Southbound Station is on a parcel of 26,354 square feet. The Northbound Station is shown on the same Assessor's Map Plat No. 39 dated 01/01/65. It is lot No. 331 and is comprised of 1.1 acres. The Northbound Station is part of a larger parcel conveyed to the New York, Hartford and New Haven Railroad in 1905 by Arthur B. Carpenter. The deed is recorded in the Taunton Registry of Deeds Book 598, page 244.

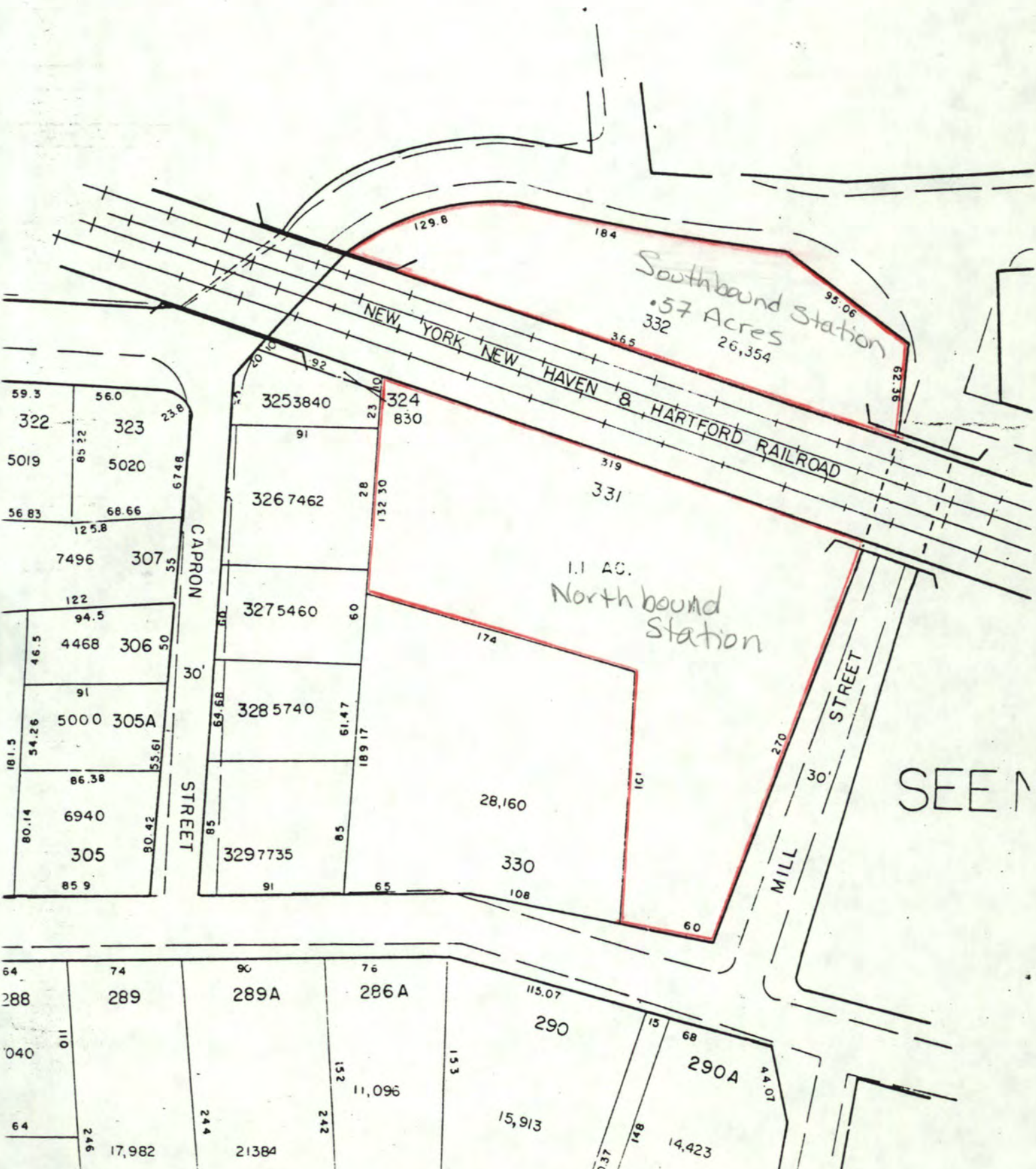
UTM References

Point	Zone	Easting	Northing
A	19	310580	4645660
B	19	310640	4645620

CHIEFTAIN BEND

COLLIER

Attleboro Assessors Map
Plat No. 39
Parcels 331 and 332
Attleboro Train Stations
Scale 1" = 80'
Map dated 1/1/65



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Northbound and Southbound Stations
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Bristol

DATE RECEIVED: 12/08/88 DATE OF PENDING LIST: 12/20/88
DATE OF 16TH DAY: 1/05/89 DATE OF 45TH DAY: 1/22/89
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 88003128

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 1/5/89 DATE Entered in the
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

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

CLASSIFICATION

☐ count ☐ resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

☐ historic ☐ current

DESCRIPTION

☐ architectural classification
☐ materials
☐ descriptive text

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

BIBLIOGRAPHY

GEOGRAPHICAL DATA

☐ acreage ☐ verbal boundary description
☐ UTM's ☐ boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

☐ sketch maps ☐ USGS maps ☐ photographs ☐ presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Signed _____ Phone _____

Date _____



Southbound Station
3 Mill Street
Attleboro, MA PHOTO # 1
Photographed by
Mary Elizabeth Pyne
187 Seekonk Street
Norfolk, MA 8/85
North elevation before rehab

Southbound Station
3 Mill Street
Attleboro, MA PHOTO #1
Photographed by
Mary Elizabeth Pyne
187 Seekonk Street
Norfolk, MA 8/85
North Elevation before Rehab



WESTERN COALING & WAREHOUSE
STOCKS OF LUMBER

Southbound Station
3 Mill Street
Attleboro MA

Photographer: Elizabeth Pyne
187 Seconk St
Norfolk, MA

10/20

View: looking northwest at south (left)
and east (right) elevations

Photo: # 2



Southbound Station
3 Mill Street
Attleboro, MA PHOTO #3
Photographed by
Mary Elizabeth Pyne
187 Seekonk Street
Norfolk, MA 10/86
East elevation

Southbound Station
3 Mill Street
Attleboro, MA

Photographer: Elizabeth Pyne
187 Seekonk St
Norfolk, MA

10/86

View: looking southwest at east (left)
and north (right) elevations

Photo: 1 of 3



Northbound Station
1 Mill Street
Attleboro, MA PHOTO #4
Photographed by
Mary Elizabeth Pyne
187 Seekonk Street
Norfolk, MA 8/85
West elevation before rehab

Northbound Station
1 Mill Street
Attleboro, MA PHOTO #4
Photographed by
Mary Elizabeth Pyne
187 Seekonk Street
Norfolk, MA 8/85
West Elevation before Rehab



Northbound Station
1 Mill Street
Attleboro, MA PHOTO #5
Photographed by
Mary Elizabeth Pyne
187 Seekonk Street
Norfolk, MA 10/86
West and north elevations

Northbound Station
1 Mill Street
Attleboro, MA

Photographer: Elizabeth Pyne
187 Seekonk St.
Norfolk, MA

10/86
Views: looking Southeast at north (left)
and west (right) elevations
Photo 3 of 3



Southbound Station, Attleboro
West elevation 10/86
Supplementary photo #7

Southbound Station, Attleboro
West Elevation 10/86
Supplementary Photo #7



Southbound Station
3 Mill Street
Attleboro, MA PHOTO #6
Photographed by
Mary Elizabeth Pyne
187 Seekonk Street
Norfolk, MA 10/86
South elevation

Southbound Station (South Elevation)
3 Mill Street
Attleboro, MA Photo #6
Photographed by
Mary Elizabeth Pyne
187 Seekonk St
Norfolk, MA 10/86



Northbound Station, Attleboro
East and South elevaTIONS
10/86
Supplementary photo #9

Northbound Station, Attleboro
East and South Elevations
10/86
Supplementary Photo #9



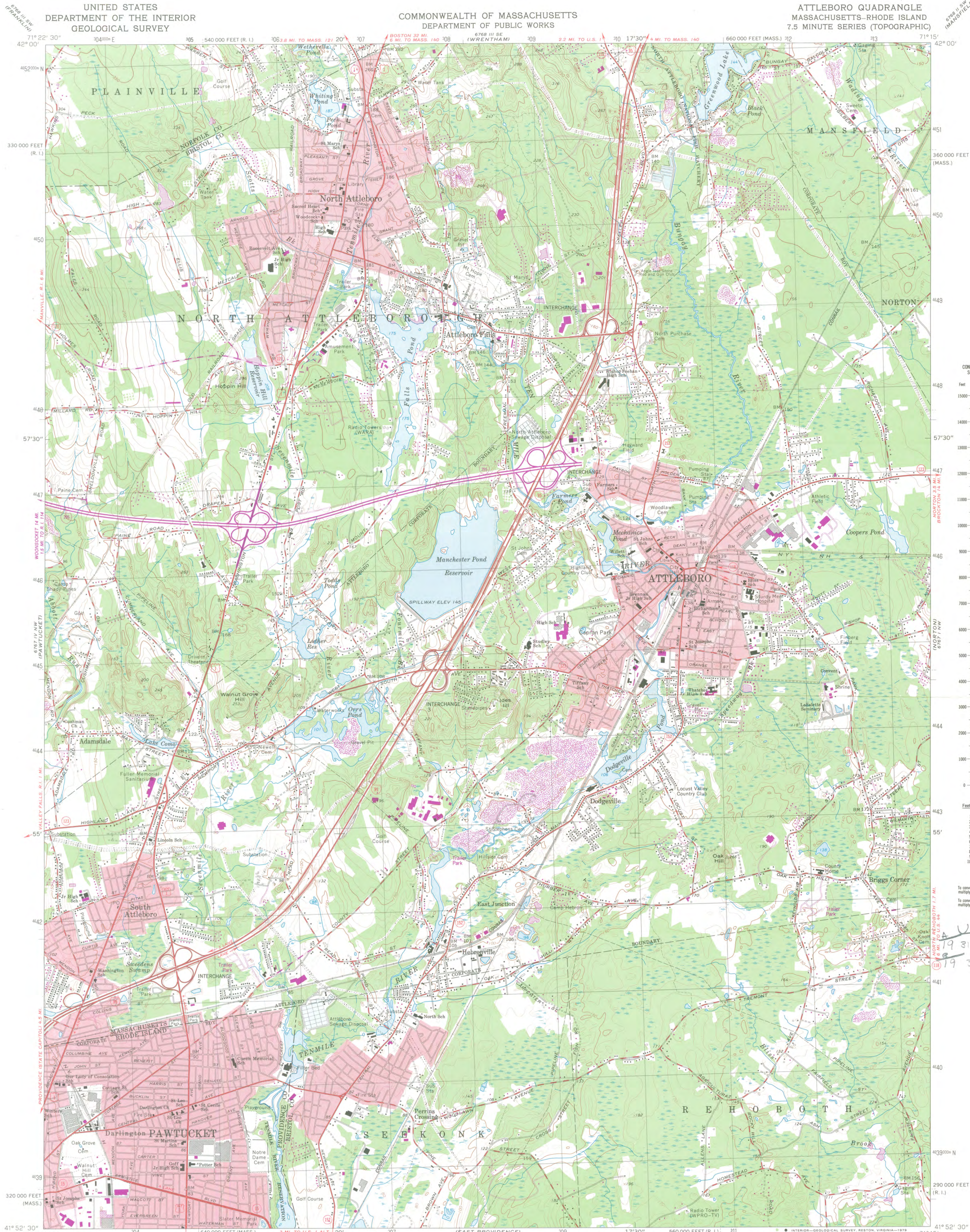
Northbound Station, Attleboro
East elevation, 10/86
Supplementary photo #8

Northbound Station, Attleboro
East Elevation, 10/86
Supplementary Photo #8

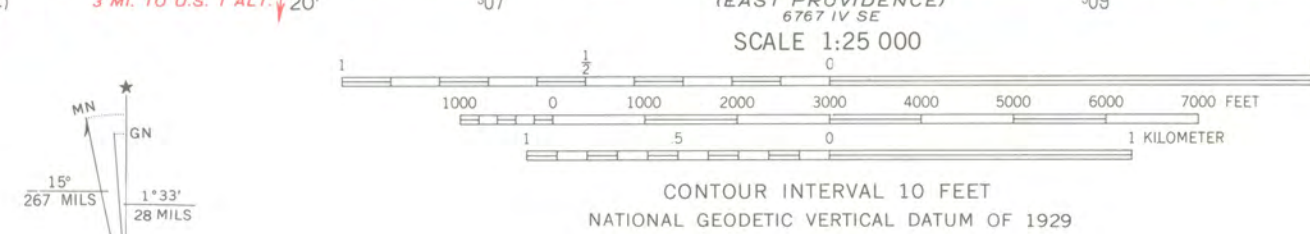


Northbound Station, Attleboro
North elevation, 10/86
Supplementary Photo #10
Photographer, Mary Elizabeth Pyne

Northbound Station, Attleboro
North Elevation, 10/86
Supplementary Photo #10
Photographer, Mary Elizabeth
Pyne



Mapped, edited, and published by the Geological Survey
Control by USGS, USCGS, and Massachusetts Geodetic Survey
Topography by planetable surveys 1935 and 1938-1939
Revised 1964
Polyconic projection. 1927 North American datum
10,000-foot grids based on Massachusetts coordinate system,
mainland zone, and Rhode Island coordinate system
1000-meter Universal Transverse Mercator grid,
zone 19
Red tint indicates areas in which only landmark buildings are shown
Revisions shown in purple compiled in cooperation with State of
Massachusetts agencies from aerial photographs taken 1977 and other
source data. This information not field checked. Map edited 1979



CONVERSION
SCALES
Feet Meters
15000 4500
14000 4000
13000 3500
12000 3000
11000 2500
10000 2000
9000 1500
8000 1000
7000 500
6000 0
5000 0
4000 0
3000 0
2000 0
1000 0
0 0
UTM Reference
Zone Easting Northing
A. 19 310580 4645000
B. 19 310640 4645020
Feet Meters
1 3940
2 6096
3 9144
4 12192
5 15240
6 18288
7 21336
8 24384
9 27432
10 30480
To convert feet to meters
multiply by 3.048
To convert meters to feet
multiply by 3.2808
UTMS
A 19 310580 4645000
B 19 310640 4645020

ATTLEBORO, MASS.—R. I.
N4152.5—W7115/7.5
1964
PHOTOREVISED 1979
AMS 6767 IV NE—SERIES V814



November 28, 1988

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

DEC 8 1988

NATIONAL
REGISTER

Dear Ms. Shull:

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

Needham, McIntosh Corner Historic District

Attleboro, Northbound and Southbound Train Stations

Egremont, North Egremont Historic District

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

We would like to request expedited review for the McIntosh Corner Historic District.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

Enclosure:

BF/di