

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

(Type all entries - complete applicable sections)

STATE:
Massachusetts

COUNTY:
Berkshire

FOR NPS USE ONLY

ENTRY NUMBER	DATE
JUN 13 1972	

1. NAME

COMMON:
Freight Yard (Boston and Maine Freighthouse) Area

AND/OR HISTORIC:
Troy and Greenfield Railroad Depot and Freight Area

2. LOCATION Congressional District 1

STREET AND NUMBER:

CITY OR TOWN:
North Adams

STATE Massachusetts	CODE 025	COUNTY: Berkshire	CODE 003
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
☒ District ☐ Building ☐ Site ☐ Structure ☐ Object	☐ Public ☒ Private ☐ Both	Public Acquisition: ☐ In Process ☐ Being Considered	☐ Occupied ☐ Unoccupied ☐ Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
☐ Agricultural ☒ Commercial ☐ Educational ☐ Entertainment	☐ Government ☐ Industrial ☐ Military ☐ Museum	☐ Park ☐ Private Residence ☐ Religious ☐ Scientific	☒ Transportation ☐ Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Berkshire County Registry of Deeds

STREET AND NUMBER:
65 Park Street

CITY OR TOWN:
Adams

STATE:
Massachusetts

CODE
025

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Inventory of the Historic Assets of the Commonwealth

DATE OF SURVEY: 1972 ☐ Federal ☒ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:
Massachusetts Historical Commission

STREET AND NUMBER:
Office of the Secretary, State House

CITY OR TOWN:
Boston

STATE:
Mass.

CODE
025

SEE INSTRUCTIONS

STATE: Mass.
COUNTY: Berkshire
ENTRY NUMBER: JUN 13 1972
DATE:

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☐ Good	☒ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)			(Check One)		
	☐ Altered	☐ Unaltered	☐ Moved	☐ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Freight Yard Historic District in North Adams lies just west of the Hadley Overpass and southwest of the Hoosac River. Turning south off Main Street on to the Curran Highway (Route 8) the road crosses the Boston and Maine railroad tracks by way of the Hadley Overpass. Before the overpass was built in 1940 the crossing was at grade level on State Street. Part of that red brick street still exists below the overpass. The freight yard area is reached by coming down off the south end of the overpass and taking the first right. About 125 feet further another right leads directly to the entrance of the area. There a three hundred foot driveway leads into a large open cobblestone courtyard. This is the center of the freight yard complex. Starting about 150 feet down the driveway and continuing into the courtyard area there are three pitch-roofed, frame structures on the east side of the driveway, and a large pitch-roofed coal shed along the west side. On the northeast side of the courtyard, at a 45' angle to the driveway, stands the 270 foot Boston and Maine Freighthouse. The cobblestone courtyard narrows to a road in the northwest corner and continues between two railroad sidings for four hundred feet before reaching the sixth structure in the freight yard area, a 24' x 175' barn-like storage building with pitched roofs.

The historic district is quite isolated from the busy residential and commercial areas around it. This wasn't true in the days before the Hadley Overpass when the group of three frame buildings fronted on State Street. Today the elevated overpass together with the Hoosac River bound the historic district on the east side, while retaining walls, a stone ledge and some trees separate the freight yard area from residences above and west of it.

A photograph taken around 1900 shows that the layout and structures of the freight yard area have changed very little in the last seventy years. Part of the three clapboard buildings grouped to the east of the driveway show up in an 1876 Atlas of Berkshire County as a lumber yard. In the 1888 insurance maps the lumber yard appears again, this time under new management, and resembling the present configuration even more closely. By 1894 all the major elements of the present group are visible. Some part of each of these three-storey, clapboard structures is still used commercially. The three-storey, pitched-roof coal shed on the west side of the drive does not appear in the 1876 Atlas but does show up on the 1888 insurance maps. Today it is used for storage.

The freight house itself has changed in appearance and function since it was built in the 1860's. The 1876 Atlas shows it to be one hundred feet long and parallel to a siding that runs at a 45' angle to the main track. When built it served not only as the freight house, but also as the first passenger depot for the Troy and Greenfield Railroad. The Annual Report of the Troy and Greenfield Railroad and Hoosac

SEE INSTRUCTIONS

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COUNTY Berkshire	
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(Number all entries)

7. (cont'd) NORTH ADAMS, Freight Yard Historic District
Tunnel for 1877 reports,

The depot at North Adams is a small wooden structure, built in 1864 for freight, and one end finished off for a passenger depot, and it is wholly inadequate for the present business.

The situation seems eventually to have been remedied, for the 1888 insurance maps show the depot lengthened by 50 feet and platforms attached to the west (front) and north sides. A 310 foot by 12 foot detached platform was constructed between the next two (west) sidings while a 60' x 15' freight house was erected along the siding still further beyond. This marked the height of the period during which the building was used as a depot and freight house. The next annual report of the Troy and Greenfield Railroad announced the decision to build "a union passenger station at North Adams for the joint use of the Troy and Greenfield and the Pittsfield and North Adams Railroads." The result was the Union Depot constructed a few hundred yards east of the Troy and Greenfield Depot, on the other (east) side of the Hoosac River. The 1894 Atlas shows the freight house as it exists today, no longer used for passenger service but lengthened by a smaller, 99 foot addition to the northwest end. It has been moved slightly on its brick pier foundation so it now parallels the main tracks.

The long narrow, barn-like storage building in the northwest corner of the district first appears on the 1894 Atlas. A large iron crane, over 15 feet high, still stands near the building in working order. It was used for unloading cars on a siding in front of this building which has since been removed.

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian ☐ 16th Century ☐ 18th Century ☐ 20th Century
☐ 15th Century ☐ 17th Century ☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| ☐ Aboriginal | ☐ Education | ☐ Political | ☐ Urban Planning |
| ☐ Prehistoric | ☐ Engineering | ☐ Religion/Philosophy | ☐ Other (Specify) _____ |
| ☐ Historic | ☐ Industry | ☐ Science | _____ |
| ☐ Agriculture | ☐ Invention | ☐ Sculpture | _____ |
| ☐ Architecture | ☐ Landscape Architecture | ☐ Social/Humanitarian | _____ |
| ☐ Art | ☐ Literature | ☐ Theater | _____ |
| ☒ Commerce | ☐ Military | ☒ Transportation | _____ |
| ☐ Communications | ☐ Music | | |
| ☐ Conservation | | | |

STATEMENT OF SIGNIFICANCE

The North Adams Freight Yard Historic District is primarily of local historic significance, for the railroad it served was crucial to the development of North Adams. It also has some regional significance in that it is closely linked with the Hoosac Tunnel, the rail connection with Boston and the West and the rapid, post Civil War industrial growth of North Adams and surrounding communities.

North Adams was isolated from the rest of Massachusetts by the mountains to the east; the same mountains that blocked easy access to the West (Troy, Albany, etc.) from Boston. Prior to 1825 serious thought was given to a canal through Berkshire County (Hoosac and Deerfield Rivers) connecting Boston with the Hudson River. In July of 1825 a survey of the Hoosac and Deerfield was actually carried out, that same year the first railroad in America was completed and the idea of a canal was abandoned in favor of plans for a rail connection.

Before the building of railroads, North Adams was more a New York than a Massachusetts town, and the entire mercantile trade of North Adams was with Troy; but when the Boston and Albany R.R. was completed (1842) it changed the condition of affairs, for it passed through Pittsfield (1841), and thus brought North Adams within twenty miles of a thoroughfare to Boston, the metropolis of New England.¹

In 1845 a committee was appointed in North Adams to confer with the directors of the Boston and Albany Railroad concerning the construction of a branch road from Pittsfield to North Adams. One year and \$450,000.00 later the line was completed.

As North Adams profited so greatly by the Pittsfield and North Adams Railroad, it is but natural that the residents should have been enthusiastically in favor of a through line from Boston to the West that was to pierce Hoosac Mountain and intersect the town. In 1848 the Troy and Greenfield R.R. Co. was incorporated for the purpose of building a road from the terminus of the Fitchburg R.R. at Greenfield, through Hoosac

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Rowe, H.G. North Adams and Vicinity. 1898.
 Norris, Hamilton. History of North Adams. 1860.
 Spear, W.F. History of North Adams, Mass. 1749-1885.
 Tague, William H., et al. Berkshire. (Pittsfield, 1961).
North Adams, Its Representative Business Men and Points of Interest. (Mercantile Illustrating Company, New York, 1894).
 Annual Reports of the Troy and Greenfield Railroad, 1876-79.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	42°	41'	50"
NE	°	'	"	°	'	"	73°	06'	56"
SE	°	'	"	°	'	"			
SW	°	'	"	°	'	"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 5 1/2

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Bradford Paul		<i>Donald Smith</i>	
ORGANIZATION (Prepared for Mr. Donald Smith, Survey Director of Berkshire County.)		DATE 5/3/72	
STREET AND NUMBER: Tyler Dennett House		Williams College	
CITY OR TOWN: Williamstown	STATE Massachusetts	CODE 025	

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

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

National ☐ State ☐ Local ☒

Name *John F. X. Davoren*
 JOHN F. X. DAVOREN
 Title Secretary of the Commonwealth
 Chairman, Massachusetts
 Historical Commission

Date

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

Robert T. Wiley
 Chief, Office of Archeology and Historic Preservation

Date 6/13/72

ATTEST:

William M. Smith
 Keeper of The National Register

Date

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Massachusetts	
COUNTY Berkshire	
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(Number all entries)

8. (cont'd) NORTH ADAMS, Freight Yard Historic District
Mountain and across North Adams to Williamstown,
there to connect with a railway to Troy, New York.²

Work on the Hoosac Tunnel and the lines on each side of
the mountain began in the early 1850's. The June 9, 1859
Transcript reported the arrival of the first train from Troy
to North Adams.

THE EXCURSION - The Greeks took ancient Troy by reason
of conveyance into the city in and by a wooden horse,
while modern Trojans took North Adams last week Wednesday,
having been conveyed into the village by and upon the
iron horse — whose capacity above the wooden horse can
no longer be questioned. But their mission was that of
breaking the ice which has separated the Hoosac Valley
and Troy.³

North Adams merchants, in testimony before the Massachusetts
State Legislature, praised the railroad for cutting transportation
costs and time between the two cities.

The rail connection of Boston to Troy and Albany didn't
come until 1875 with the opening of the Hoosac Tunnel. Between
1859 and 1875 the Freight Yard Historic District area was the
eastern terminus of the Troy and Greenfield Railroad west of
Hoosac Mountain. In 1864 part of the present B&M Freighthouse
was built as a passenger depot and freight area for the Troy-
North Adams trains. This railroad station and freight area,
like the city of North Adams, grew in size and importance as
work on the Hoosac Tunnel progressed. Construction of the
tunnel became an industry in itself, employing up to a thousand
day and night. With the opening of the Hoosac Tunnel, the most
direct route between Boston and Albany, passenger and freight
traffic increased dramatically. The growth of this station
and its freight area shown in the 1888 insurance maps reflects
the kind of growth North Adams was experiencing at the time.
Historians describing this era of rapid industrial growth agree
with this view expressed in 1894;

The prosperity of North Adams was, of course,
chiefly due to its possession of valuable water powers,
but these would not have built up the place so rapidly and
so extensively had it not been for the public spirit and
liberality shown by prominent citizens in securing im-
proved means of transportation.... the building of the
railroads.the steadily growing importance of North
Adams as a railway centre must be reckoned, for the Hoosac
Tunnel route has been of great importance to her, and is
surely destined to steadily increase in importance as the

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Massachusetts	
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(Number all entries)

8. (cont'd)

mercantile, manufacturing and agricultural interests of the country are destined to steadily increase in magnitude. The simple statement that North Adams is the northern terminal of the Pittsfield & North Adams R.R. and is on the line of the Troy & Greenfield R.R., conveys no adequate idea of the importance of the town as a railway centre, excepting to those who are familiar with the conditions of transportation between Massachusetts and the West. Cheap freight rates to and from the town from distant points are one of the advantages now enjoyed; and the fact that North Adams is now the terminus of half a dozen important railroad lines, indicates the position she has attained.⁴

By 1909 twenty eight trains a day travelled between North Adams and Troy alone.

The passenger and freight facilities in the Freight Yard Historic District played a prominent role in the early, nineteenth century development of rail transportation in North Adams. On October 21, 1882 a train wreck in the freight yard injured 35 workmen en route to the Hoosac Tunnel and the want of a place to care for them lead to the establishment of the North Adams Hospital in 1884 with funds raised by popular subscription. Around the turn of the century the focus of railroad activity in North Adams switched to the Union Depot a few hundred yards east of the Freight Yard District, across the Hoosac River. Throughout the twentieth century the freight yard area continued to function as a commercial, freight and storage area. Today, because of Urban Renewal and private development the Freight Yard Historic District is all that is left of North Adams historic railroad yards, stations, roundhouses and freight facilities.

¹ North Adams, Its Representative Business Men and Points of Interest, (Mercantile Illustrating Company, New York, 1894), p.10.

² Ibid.

³ North Adams Transcript, June 9, 1859.

⁴ North Adams, Its Representative..., Ibid, p. 10-11.

DATE OF RECEIPT 6/2/72 YES NO NUMBER REGISTER: JUN 13 1972

Berkshire Co

DATA PAGE

PHOTO (S)

PHOTO DESCRIPTION (S)

MAP (S)

MAP DESCRIPTION (S)

LOGGED

ACKNOWLEDGE 6/2/72

ESUBMIT

VIEW

HISTORIAN

ARCHEOLOGIST

ARCHITECT

ASST. KEEPER

KEEPER

WRITER/EDITOR *A most unusual nomination. More like this should be encouraged.*

DIRECTOR, OAHF

EDITORIAL PROCESSING, EDITOR

Federal Registry Entry 7/4/72 Annual Edition EntryLogged JUN 13 1972 Card JUN 13 1972

COMMENTS:

WORKING NUMBER 6.2.72.836

CONGRESSIONAL DISTRICT:

Silvio O. Conte (#1)



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE Massachusetts	
COUNTY Berkshire	
FOR NPS USE ONLY	
ENTRY NUMBER JUN 13 1972	DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Freight Yard Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN:
North Adams

STATE: Massachusetts

CODE
025

COUNTY: Berkshire

CODE
003

3. PHOTO REFERENCE

PHOTO CREDIT: Bradford Paul

DATE OF PHOTO: 3/23/72

NEGATIVE FILED AT: Mass. Historical Commission, Boston.

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Southern end of freight house, northern side of northern most of
the three clapboard buildings grouped together. Cobblestone court yard
in foreground.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

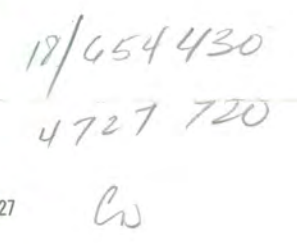
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

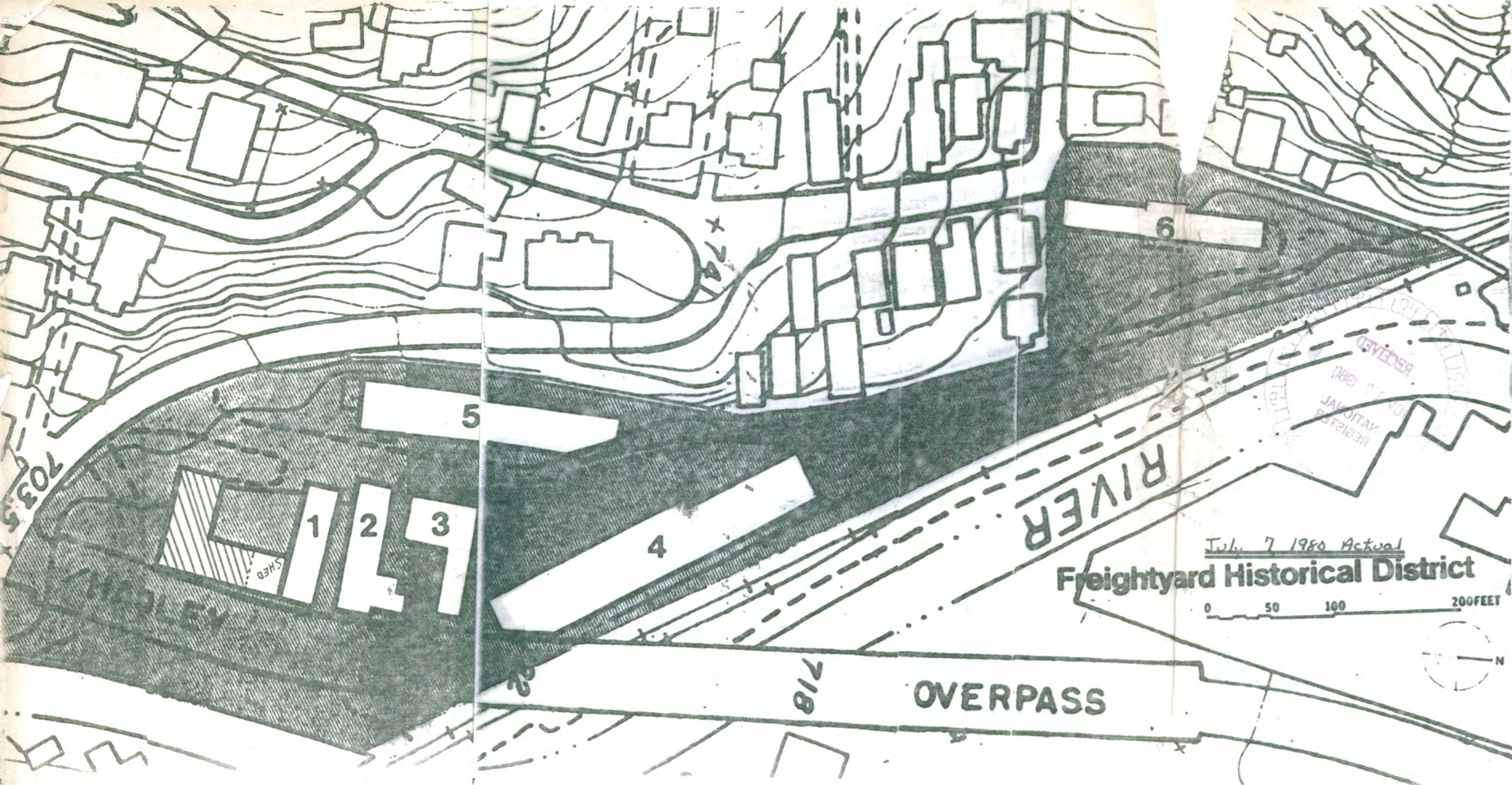
STATE Massachusetts	
COUNTY Berkshire	
FOR NPS USE ONLY	
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SEE INSTRUCTIONS

1. NAME			
COMMON: Freight Yard Historic District			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
CITY OR TOWN: North Adams			
STATE: Massachusetts	CODE 025	COUNTY: Berkshire	CODE 003
3. PHOTO REFERENCE			
PHOTO CREDIT: Bradford Paul			
DATE OF PHOTO: 3/25/72			
NEGATIVE FILED AT: Mass. Historical Commission, Boston.			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			
View north up 300 foot driveway leading into cobblestone courtyard, center of district. Group of three pitched-roof, clapboard buildings on right, coal shed on left, freight house in background.			



AMS 6369 II NE—SERIES V714

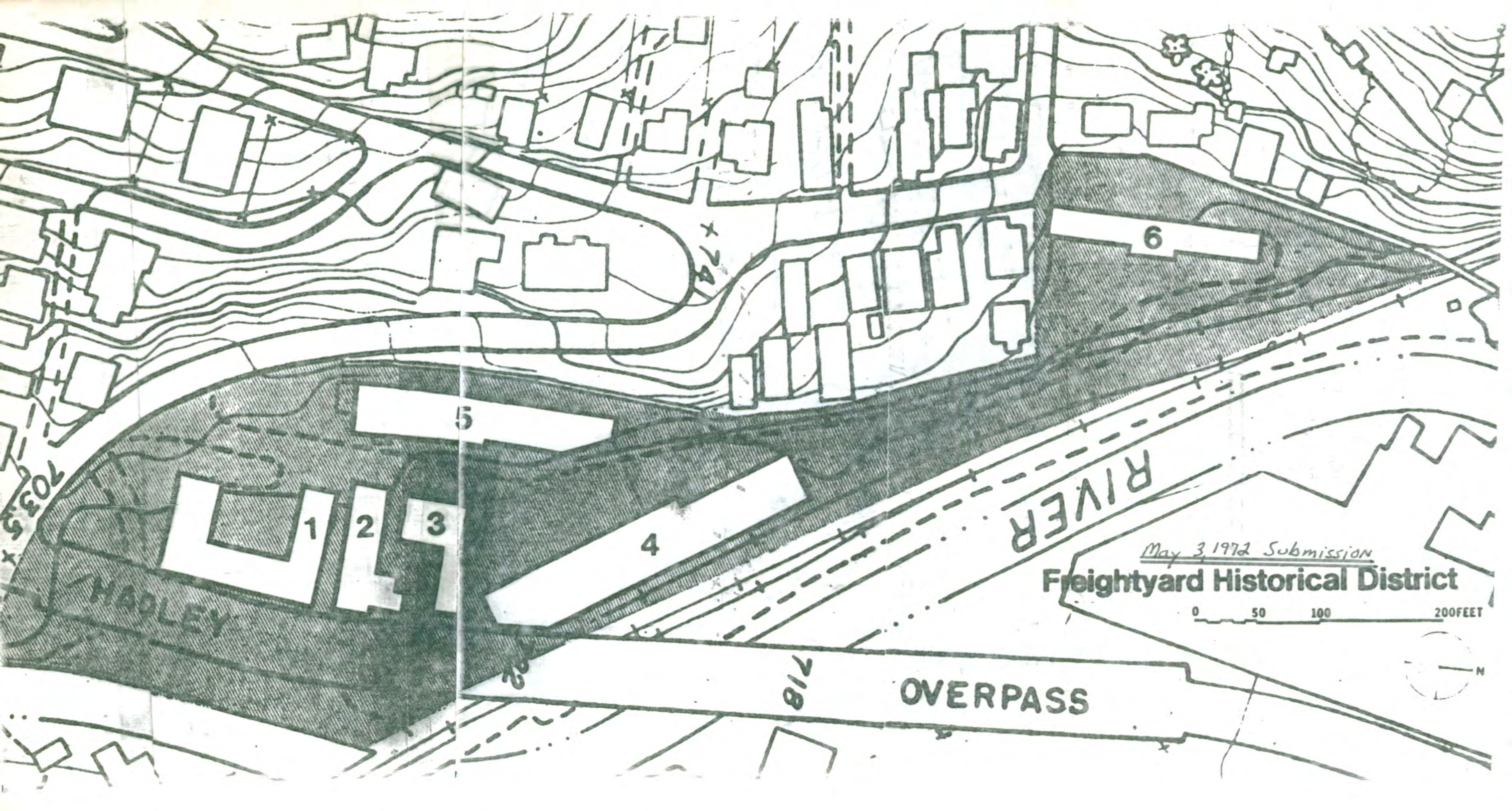


July 7, 1980 Actual
Freightyard Historical District

0 50 100 200 FEET







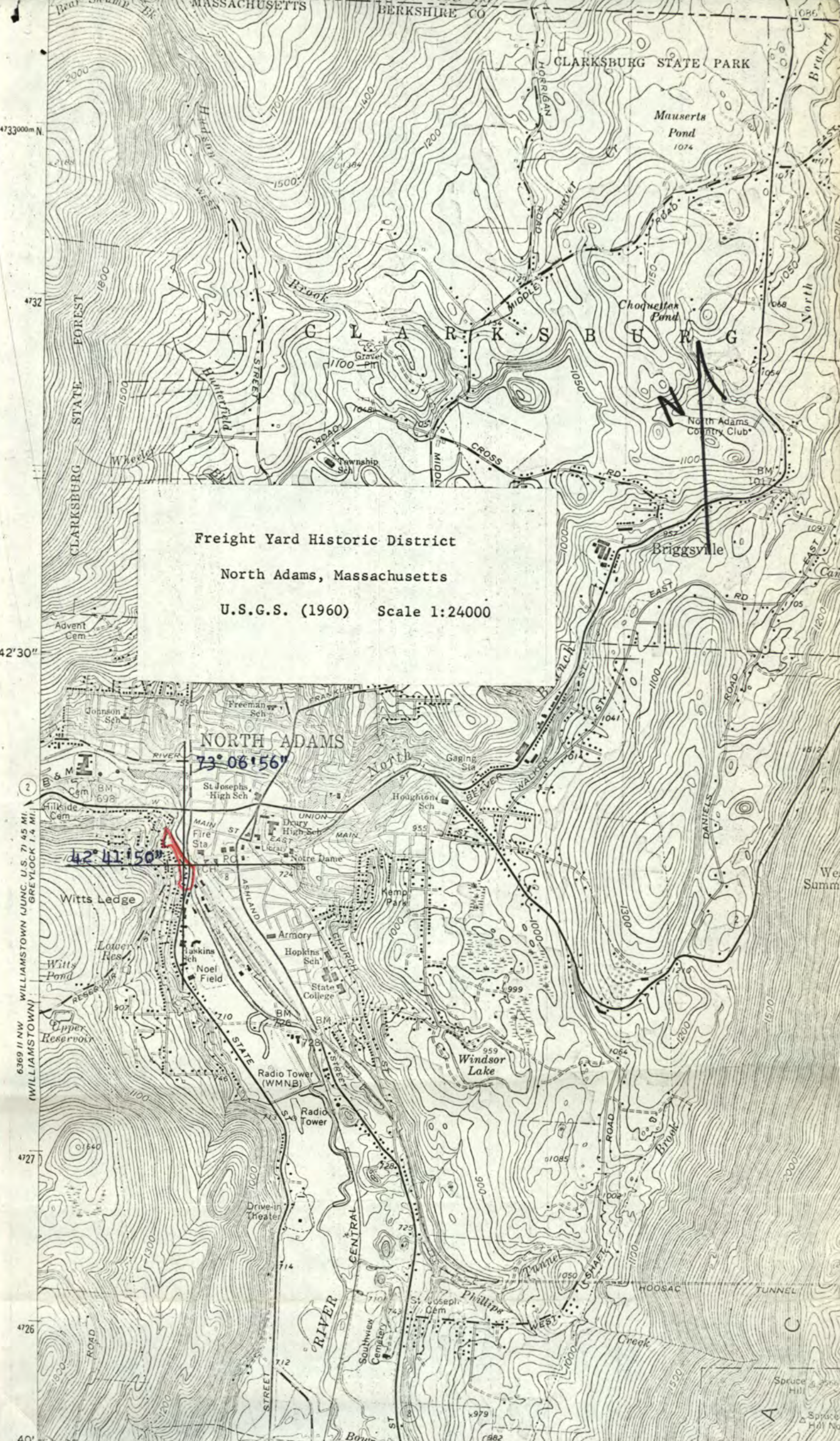
May 3, 1972 Submission

Freightyard Historical District

0 50 100 200 FEET







Freight Yard Historic District

North Adams, Massachusetts

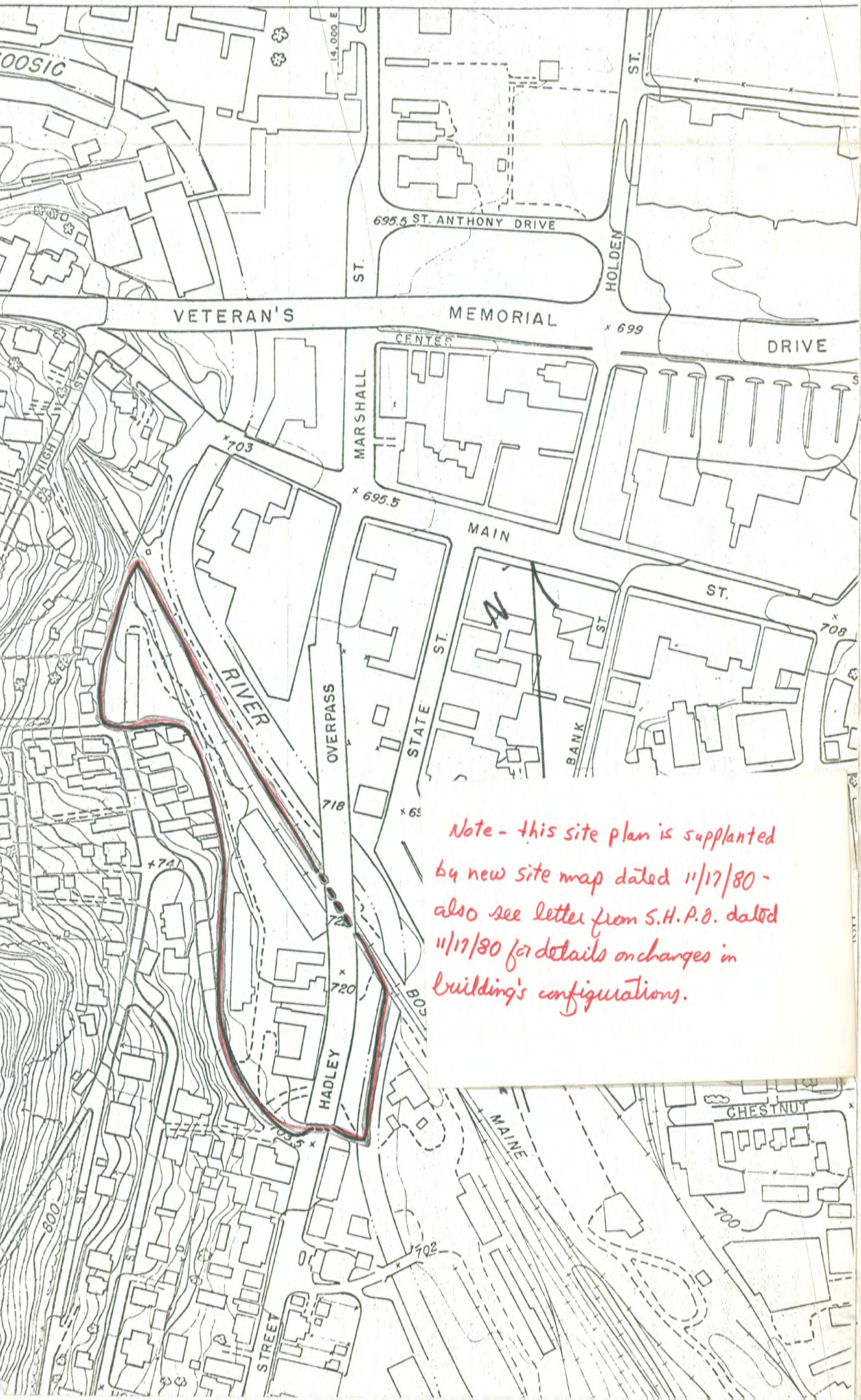
U.S.G.S. (1960) Scale 1:24000

NORTH ADAMS

73° 06' 56"

42° 41' 50"

6369 II NW WILLIAMSTOWN (JUNC. U.S. 7) 4.5 MI. GREYLOCK 1.4 MI. (WILLIAMSTOWN)



*Note - this site plan is supplanted
by new site map dated 11/17/80 -
also see letter from S.H.P.O. dated
11/17/80 for details on changes in
building's configurations.*

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE Massachusetts	
COUNTY Berkshire	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JUN 13 1972	

1. NAME			
COMMON: Freight Yard Historic District			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
CITY OR TOWN: North Adams			
STATE: Massachusetts	CODE 025	COUNTY: Berkshire	CODE 003
3. MAP REFERENCE			
SOURCE: U.S.G.S.			
SCALE: 1:24000			
DATE: 1960			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			

SEE INSTRUCTIONS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

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SEE INSTRUCTIONS

1. NAME			
COMMON: Freight Yard Historic District			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
CITY OR TOWN: North Adams			
STATE: Massachusetts	CODE 025	COUNTY: Berkshire	CODE 003
3. MAP REFERENCE			
SOURCE: North Adams City Engineers.			
SCALE: Map made from aerial photographs.			
DATE: 1963			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			



The Commonwealth of Massachusetts
Office of the Secretary
State House, Boston 02133

John F. X. Davoren

Secretary of the Commonwealth

May 26, 1972

Registration & Nominations Branch
National Register of Historic Places
Room 3207-A
1100 L Street, N. W.
Washington, D. C.

CERTIFIED MAIL -- URGENT

Attention: Miss Mary Means

Dear Sirs:

Enclosed are National Register submissions for:

1. Freight Yard Historic District, North Adams, Massachusetts.
2. Monument Square-Eagle Street Historic District, North Adams, Massachusetts.

These have been declared eligible for submission by the Massachusetts Historical Commission, the State Review Board, and have been signed by Secretary of the Commonwealth, John F. X. Davoren, Chairman, Massachusetts Historical Commission and designated the State Liaison Officer.

We request that these two submissions receive your special attention since we understand application for historic preservation funds will be made to the Department of Housing and Urban Development.

Sincerely yours,

A handwritten signature in cursive script, reading "Richard W. Hale, Jr.".

Richard W. Hale, Jr.
Acting Chairman
Massachusetts Historical Commission

RWH/akc
enclosures

P H34-PHR

July 14, 1972

Miss Nancy Hanks
Chairman
National Endowment for The Arts
806 15th Street, N.W.
Washington, D.C. 20506

Dear Nancy Hanks:

Mrs. Walter Beinecke has informed me that you intend to assist a project in which she is interested in North Adams which, I understand, is called the Hoosuck Community Resources Project. I have personally seen the freight yard area and buildings involved. My sole purpose in writing is to let you know how delighted I am to know of your support and interest in this project since it is a project with which we would have interest as well concerning the buildings. This is exactly the type of consortium of interest and action which I think we can collectively embark upon for the support and betterment of communities throughout the country in projects related to the arts and preservation.

As I promised yesterday at the National Collection of Fine Arts, I shall take the liberty of giving you a call when I return from the Nantucket Institute in early August. Hopefully we might explore further at that time mutual interests along these lines.

It was nice seeing you yesterday.

Sincerely yours,

William J. Murtagh (Sgd.)

William J. Murtagh
Keeper of the National Register

cc:

Mr. Tersh Boasberg, Boasberg, Hughes, Smith & Kass, 1225 19th St. N.W.,
Washington, D.C.

Mrs. Walter Beinecke, c/o Sherborne Associates, Nantucket, Mass.

BASIC FILE RETAINED IN PHR

WJMURTAGH:mdt

cc: Director, Northeast Region
I, Mr. Winge
PHR

ENTRIES IN THE NATIONAL REGISTER

STATE **MASSACHUSETTS**

Date Entered **JUN 13 1972**

Name

Location

Freight Yard Historic District

**North Adams
Berkshire County**

Also Notified

Hon. Edward M. Kennedy

Hon. Edward W. Brooke

Hon. Silvio O. Conte

Director, Northeast Region

HR

NRowland:mmm

6/8/72

State Liaison Officer

Hon. John F. X. Davoren

Secretary of the Commonwealth

**Chairman, Massachusetts Historical
Commission**

Office of the Secretary

State House

Boston, Massachusetts 02133

Berkshire Co.



**MASSACHUSETTS
HISTORICAL
COMMISSION**

**COMMONWEALTH OF MASSACHUSETTS
Office of the Secretary of State**

294 Washington Street
Boston, Massachusetts
02108
617-727-8470

MICHAEL JOSEPH CONNOLLY
Secretary of State

November 6, 1980

Jerry Rogers, Acting Keeper
National Register
HCRS
440 G. St. NW
Washington D.C. 20243

Dear Mr. Rogers:

The Massachusetts Historical Commission has recently received new information concerning the Freight Yard area in North Adams which was listed in the National Register on June 13, 1972. Please note the following changes. Building #1 is no longer U-shaped as the southern portion was demolished shortly after the nomination was made. Also Building #6 has a projection on its westerly rather than easterly side. Please refer to the attached maps for further clarification.

Sincerely,

Candace Jenkins

Candace Jenkins
Registration Director

DJ/lk

