

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

PH0682438

FOR NPS USE ONLY

RECEIVED

AUG 16 1978

DATE ENTERED

OCT 2 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Union Street Railway Car barn, Repair Shop (Centennial Building)

AND/OR COMMON

Same

2 LOCATION

STREET & NUMBER

1959 Purchase Street (Weld Square)

NOT FOR PUBLICATION

CITY, TOWN

New Bedford

VICINITY OF

12th

CONGRESSIONAL DISTRICT

STATE

Massachusetts

CODE

025

COUNTY

Bristol

CODE

005 ✓

3 CLASSIFICATION

CATEGORY

DISTRICT

☒ BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

☒ PUBLIC☒ PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

☒ OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

☒ YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

MUSEUM

☒ COMMERCIAL

PARK

EDUCATIONAL

PRIVATE RESIDENCE

ENTERTAINMENT

RELIGIOUS

GOVERNMENT

SCIENTIFIC

INDUSTRIAL

TRANSPORTATION

MILITARY

OTHER:

4 OWNER OF PROPERTY

NAME

Weld Realty Corporation

STREET & NUMBER

1959 Purchase Street

CITY, TOWN

New Bedford

VICINITY OF

STATE

Massachusetts

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Bristol County Registry of Deeds

STREET & NUMBER

25 North Sixth Street

CITY, TOWN

New Bedford

STATE

Massachusetts

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Inventory of the Historic Assets of the Commonwealth

DATE

1976

FEDERAL ☒ STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

Massachusetts Historical Commission

CITY, TOWN

Boston

STATE

Massachusetts

7 DESCRIPTION

CONDITION

__EXCELLENT
__GOOD
☒FAIR

__DETERIORATED
__RUINS
__UNEXPOSED

CHECK ONE

__UNALTERED
☒ALTERED

CHECK ONE

☒ORIGINAL SITE
__MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Union Street Railway Car barn and Repair Shop are located in the northern part of New Bedford at 1959 Purchase Street in Weld Square. They are in the southeast corner of a low income residential neighborhood. A deteriorated mid-nineteenth century commercial strip lies to the south of it while much of the area to the east was razed several years ago for highway purposes. A narrow alley divides the Repair Shop, built in 1897, from the Car barn, built in 1910.

The Repair Shop is a large, functional one story brick building. Its facade, which faces south on Weld Street, is asymmetrically organized. It is composed of a rectangular middle section, defined by a corbelled parapet, with two gently sloping wings, also corbelled at the cornice. A large 20 foot round arched portal commands the western wing, while another stands slightly west of center. Their height allowed the passage of the trolleys with their overhead wires. The western portal retains its original paired doors, each consisting of three elongated panels over nine smaller panels. Four windows light the eastern wing; one balances the center door while the other three are grouped farther east. All had 9/9 double hung sash; however, all but the center window in the group of three have been boarded in. They are all set in segmentally arched openings and rest on granite sills. The west elevation is ten bays long, each containing a window resembling those on the facade. The east elevation is also ten bays in length but has windows only in its four southern bays. They are paired 6/6 double hung sash in segmentally arched openings. The north elevation is, like the facade, asymmetrical with one window at its western end and two on the east.

The Car barn is a large, 370 foot by 160 foot structure, covering the area of one half a large city block. It is two stories in height, and is constructed of brick with molded concrete trim in a spare and stylized classical design. The main entrance is located at the apex of the south east corner of the building at the intersection of Weld and Purchase Streets. The 20 foot square paneled overhead door is framed by a keyed stilted segmental arch on Doric pilasters. The arch is topped by a molded stringcourse with three 1/1 sash windows, approximately two feet above it. The corner is framed by Doric pilasters on concrete and brick pedestals supporting a dentilled cornice. Each pilaster carries a raised medallion in the frieze above it and is decorated by a small anthemion below the capital. A low parapet wall with a framed clock in its center rises above the cornice.

These decorative elements are continued on the other elevations where two story pilasters divide each bay. A non-continuous stringcourse divides each bay vertically, separating the first from the second floor. Fenestration consists of keyed round arched openings on the first floor and rectangular openings on the second, with tripled 1/1 double hung sash in each. The first story arches are lit by three fixed panes.

The south elevation, which leads to the facade of the Repair Shop, is ten bays long. A door has been inserted in the arched opening at the eastern end and the corresponding opening at the western end has been bricked in. The east elevation is twenty-three bays in length. It is organized around a slightly projecting three bay center section emphasized by a rise in the parapet with the words UNION.STREET.RAILWAY.CO inscribed on it. The arched window openings have been boarded in and much of the other sash is deteriorated.

8 SIGNIFICANCE

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

SPECIFIC DATES

1897, 1910

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Union Street Railway Car barn and Repair Shop are significant for their association with the development of New Bedford as a major manufacturing city in the nineteenth and twentieth centuries. They were the nerve center of the city's ever-expanding trolley system which facilitated the transportation of manufactured goods within the city and offered a web of connections with outlying areas.

From its opening in 1872, the Union Street Railway Company became one of the 125 major street/railway systems operating in the United States in the early twentieth century. The cheap, efficient transportation it provided within the city allowed manufacturers to develop their industries in parts of the city which would not otherwise have been accessible to their workers. As the lines were extended to suburban areas they also allowed people employed in the city to live away from its center.

Besides the economic benefits of growth and expansion, the company offered a ready means of transportation into rural recreation areas such as Lincoln Park and Riverview, as well as other ponds and lakes in adjacent areas which would have otherwise been inaccessible to the general public. Lincoln Park, a clambake pavillion and amusement park, was built in North Dartmouth to provide for both an extended ride and for a healthful social gathering place in a country setting.

The present Purchase Street Car barn was erected in 1910 to replace a series of wooden structures which had previously served the Company and were relics of horsecar days. When completed, it housed most of the Company's trolley inventory. This modern facility, which was the Company's main base, had thirteen tracks in the first floor space, six with inspection-repair pits. The maximum capacity of the tracks was seventy-two streetcars. The second floor space was devoted to executive offices, meeting and entertainment rooms, and the various departments of the Company, including those of engineering, equipment, and transportation.

The Trolley Repair Shop of 1897 was used as an exposition hall for the New Bedford Semi-Centennial in its first year. The exposition lasted ten days and it was reported that 15,000 people attended daily. On October 11, President McKinley pressed the button in Washington which started the "Mechanics in Motion" exhibit inaugurating the exposition. The walnut button was later made a part of the exhibit.

Many industries were represented including the whaling, shoe, Pairpoint glass, electronics, toy, cordage, and foundry industries. Of special note was the Pairpoint Glass Display composed of over 3,000 pieces of the finest cut glass and glasswork in the United States.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Borden, Clifford, "A Brief History of the New Bedford Trolleys" (unpublished, Office of Historic Preservation, New Bedford, Massachusetts)
"Trolleygrams" Union Street Pailway Co., Publication, Geneology Room. New Bedford Public Library.
The Morning Mercury, October 11,12,13,14, 1897
Standard Times, December 28, 1937; July 1, 1962; March 26, 1961; Standard Times Library File

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.80

UTM REFERENCES

A 19 339200 4012730
ZONE EASTING NORTHING
C

B
ZONE EASTING NORTHING
D

VERBAL BOUNDARY DESCRIPTION

Beginning at a point in the southeast corner of the lot, thence north by Purchase Street three hundred fifty four and eight/tenths feet (354.8') to Clark Street, thence west by Clark Street one Hundred three and thirty seven/one hundreths feet (103.37') to lot # 186, thence south by lots #186 and #184 one hundred seventy and ninety nine/one hundreths feet (170.99'), thence west by lot #184 one hundred eighty one and forty two/one hundreths feet (181.42'), thence south by lot #184 two hundred twenty two and sixty seven/one hundreths feet (222.67') to Weld Street,

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Candace Jenkins, National Register Coordinator

Michel Daigle & Ron Fortier
New Bedford Preservation Office

ORGANIZATION

DATE

Massachusetts Historical Commission

August 1, 1978

STREET & NUMBER

TELEPHONE

294 Washington Street

617-727-8470

CITY OR TOWN

STATE

Boston

Massachusetts

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Patricia L. Welbowski

8/8/78

TITLE

Executive Director, Massachusetts Historical Commission

DATE

FOR NPS USE ONLY

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

William L. Belovich

DATE

10/2/78

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

Sept 26, 1978

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

After the exposition, the building was outfitted with the necessary facilities for a complete trolley repair shop. At its peak, the repair shop not only housed the stock and facilities to make all repairs but also had the capability of rebuilding trolley cars.

With the development of automobiles and buses the street railway system was slowly phased out of existence. The last trolley was removed from service in 1947. In the early 1950's the tracks of the Car barn were covered over so that it could be used for buses. The repair shop was structurally affected by a fire bombing in 1970; a portion of the middle section was destroyed. The left and right wings are intact and new ceiling joists could be erected to restore the center section.

The Car barn is presently being used as a warehouse and as a wholesale grocery business. The present owner hopes to create an indoor mall in the first floor space with office and museum space above. This would not only preserve the building but would recognize the importance of trolleys in New Bedford's history, while aiding in the economic revitalization of its neighborhood.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

thence by Weld Street two hundred eighty two and seven/tenths feet (287.7') to the point of beginning.

State Mass.Working Number 8.16.78.3891Bristol

TECHNICAL

Photos 4Maps 1

CONTROL

OK 8.16.78

Trolleys were an important phase in the history of American transportation and urban design. The car barn & shop are surviving resources from the trolley age of New Bedford. Despite bombing, rehab. & adaptive reuse are planned. Note the most precise V&D of the year!

HISTORIAN

ACCEPT
8-21-78J. TowneRefer to HAER

ARCHITECTURAL HISTORIAN

accept
8.21.78Braham

ARCHEOLOGIST

OTHER

structures are over 50 years old and are of local significance in history of transportation.

HAER

Inventory XReview 9/5/78
Jan Jacksonaccept

REVIEW UNIT CHIEF

well justified for car barns/trolley systems importance to commercial development of New Bedford

Accept
Lebovich
9/6/78

BRANCH CHIEF

KEEPER

Amey
10/10/78

National Register Write-up

Federal Register Entry

11-7-78

Send-back

Re-submit

Entered OCT 2 1978

INT:2106-74

Edith Nichols (617) 996-0326

file

"Trolley, Inc. of Greater New Bedford"

President of non-profit trolley group

NR trolley threatened w/ demolition:

"Union St. Railway Car Barn Repair Shop," 1959 Purchase St.,
New Bedford
Bristol County, MA

Oct 2, 78: listed on NR

Section 8 Housing - HUD, private developer
Mr. Patrick Carney
"Claremont, Inc."
New Bedford.

ACHP: Sharon Conway - Ms. Nichols called her
& is sending letter to A.C. [Nichols' address:
306 Court St.
New Bedford, MA. 02740]

She will send us duplicate letter.

I explained listing, compliance, etc. & said I would
call Sharon. (254-3967)

Joe Towner

4-25-79

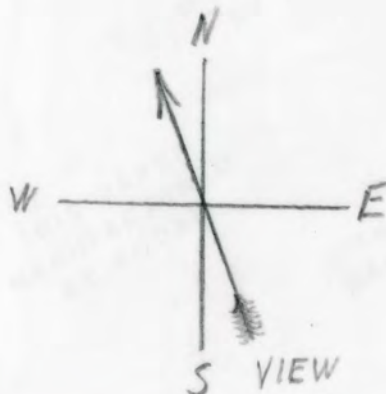
Sharon sending letter; requested copy from.

SENT



Photo No. 1 of 4

Apex of building, Northwest corner
of Purchase & Weld Streets



UNION STREET RAILWAY CARBARN AND TROLLEY
REPAIR SHOP, NEW BEDFORD, MASS. *Bristol County*
Robin Shields *Dec*
1978 **OCT 2 1978**

Office of Historic Preservation
City Hall
New Bedford, Mass. 02740

AUG 16 1978

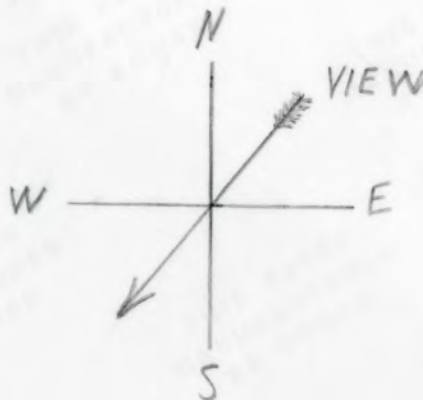
Photo #1 ^{1/4} Apex of Car barn, northwest
corner of Weld and Purchase St.

PROPERTY OF THE NATIONAL REGISTER



Photo No. 2 of 4

East Elevation, West side of Purchase Street



UNION STREET RAILWAY CARBARN AND TROLLEY
REPAIR SHOP, NEW BEDFORD, MASS.

Robin Shields
1978

Bristol County OCT 2 1978

Office of Historic Preservation
City Hall

New Bedford, Mass. 02740 AUG 16 1978

Photo #2 of 4 Car barn, east elevation, west
side of Purchase St.

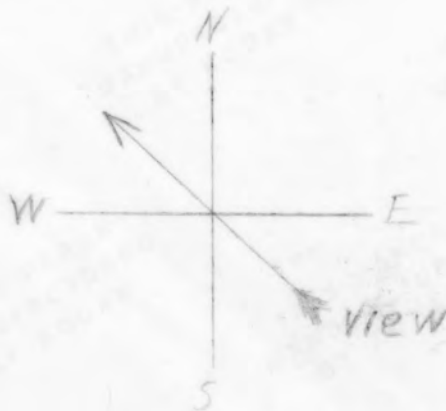
2 of 4

PROPERTY OF THE NATIONAL REGISTER



Photo No. 344

South Elevation, North side of Weld St.



Bristol County

UNION STREET RAILWAY CARBARN AND TROLLEY
REPAIR SHOP, NEW BEDFORD, MASS.
Robin Shields
1978

OCT 2 1978

Office of Historic Preservation
City Hall
New Bedford, Mass. 02740

AUG 16 1978

Photo #344 Car barn, south elevation, north
side of Weld Street

PROPERTY OF THE NATIONAL REGISTER

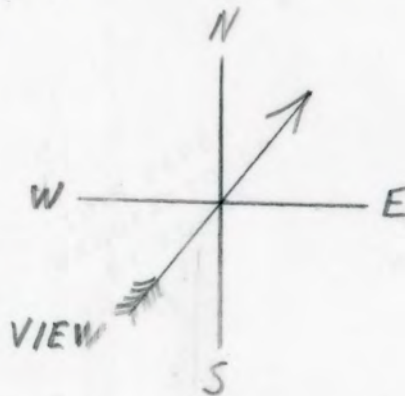
RECEIVED JANUARY 24 1978



Photo No. 404

South Elevation, North Side of Weld Street.

MAIN ENTRANCES



UNION STREET RAILWAY CARBARN AND TROLLEY
REPAIR SHOP, NEW BEDFORD, MASS.

Robin Shields
1978

OCT 2 1978

Bristol County

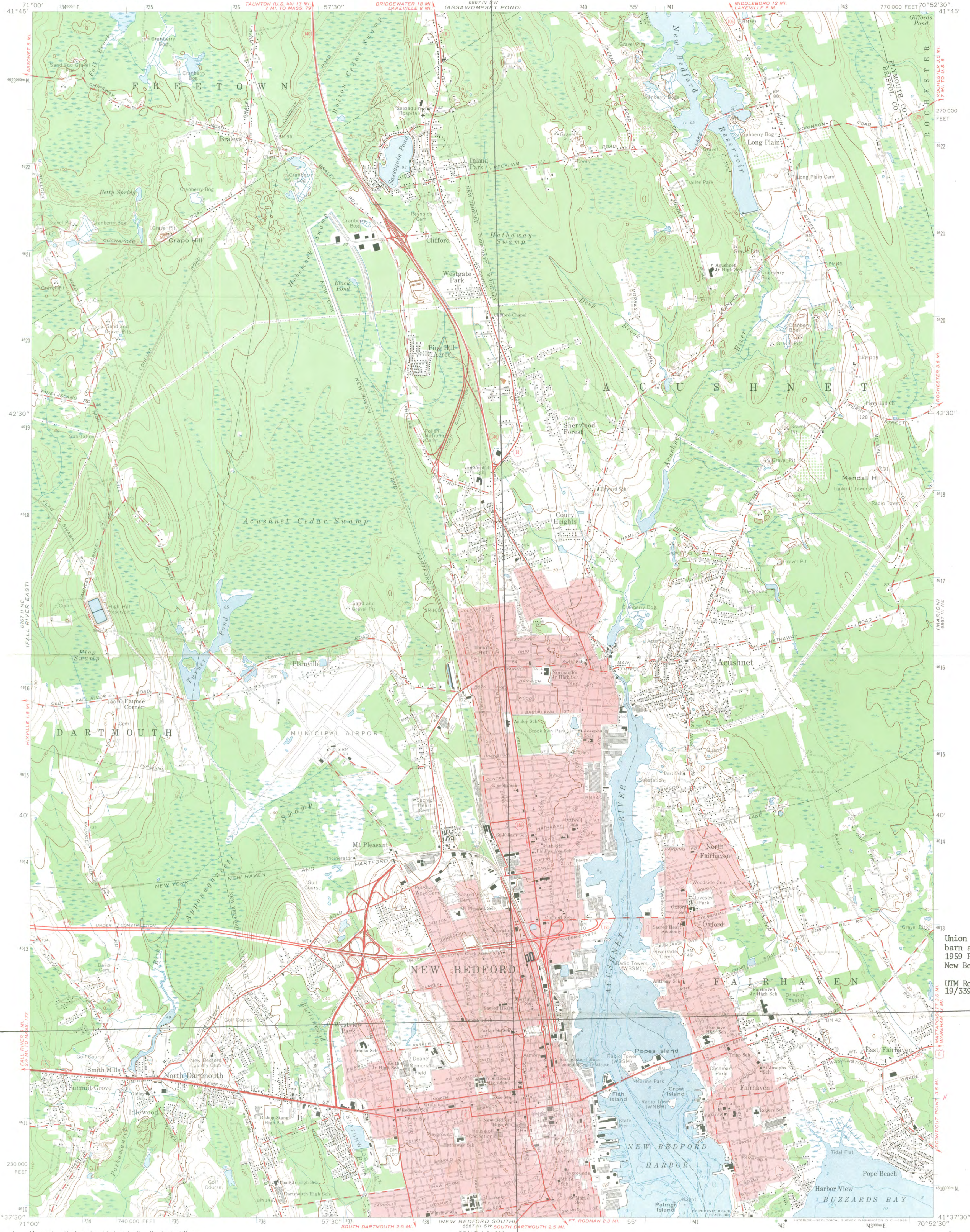
Office of Historic Preservation
City Hall

New Bedford, Mass 02740

AUG 16 1978

Photo #404 Trolley Repair Shop, south elevation, main entrance, Weld St.

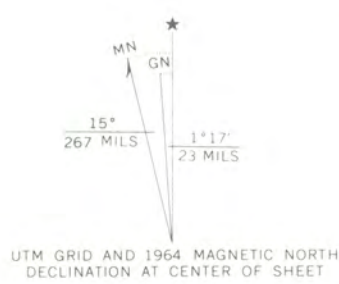
PROPERTY OF THE NATIONAL REGISTER



Union Street Railway Car-
barn and Repair Shop
1959 Purchase Street
New Bedford, Massachusetts

UTM References:
19/539 200/4612730

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Topography by planetable surveys 1936. Revised 1964
Selected hydrographic data compiled from USC&GS Chart 252 (1964)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid ticks, zone 19,
shown in blue
Red tint indicates areas in which only landmark buildings are shown
Boundaries in tidalwater areas from information furnished by
Massachusetts Department of Public Works



CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 3.7 FEET



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route ——— U.S. Route ——— State Route ———

NEW BEDFORD NORTH, MASS.
N4137.5—W7052.5/7.5

1964
AMS 6867 III NW—SERIES V814



FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



The Commonwealth of Massachusetts
Office of the Secretary

Massachusetts Historical Commission

Secretary of the Commonwealth *294 Washington Street* *Boston, Massachusetts 02108*
(617) 727-8470

August 4, 1978

Mr. Charles Herrington, Chief
Registration Branch
National Register
OAHP, Heritage Conservation and
Recreation Service
Washington, D.C. 20240



Dear Mr. Herrington:

Enclosed you will find the following nomination ~~form~~

New Bedford - Union Street Railway Car barn & Repair Shop

The property has been voted eligible by the State Review Board
and has been signed by the State Historic Preservation Officer.

We would appreciate an expeditious review of the Union Street
Railway Car barn and Repair Shop nomination as we would like to
allocate a Fiscal Year 1979 development grant to aid in the
preservation of this building.

Sincerely yours,

Christine Boulding

Christine Boulding
Acting Survey Director
Massachusetts Historical Commission

CB/CJ/lh

Encls.

Please place
 the Dan Barn on
 the National Register
 Thank you for
 good and sincerely
 Anna Adams

Dear Sir

Aug 31 1978

FROM
 MRS A LARSEN
 1411 PLEASANT ST
 NEW BEDFORD MA 02740

Union St.
 Railway
 Carhouse
 YP

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D SEP 07 1978

☒ PHOTOGRAPH (ATTACHED)

☐ MAP (ATTACHED)

DATE ACTION TAKEN SEP 27 1978

INITIALS PA

YP

Just a Note from



BEAUTIFUL RESIDENCE, EDGARTOWN

Martha's Vineyard
 New Bedford Mass.

YB

Union St
Railway
Carbarn 557 State Rd
No. Dartmouth
Aug. 31, 1978 Mass. 02747

Dear Sir,-

Of course I'd like to have our car
barn named in the National Register and
heres why: - George F. Gray

My father, drove trolley cars in New
Bedford for over fifty years and at
the time he was born his grand-
father "Ira Gray" drove the first trolley
car out of New Bedford. My brother
worked in the repair dept. at the car
barn and my uncle Harry Gray was
a conductor on the trolley for years.
My father by the way was a motorman.
I enjoyed many parties and dances in
the huge hall up stairs in the car
barn which were held for the em-
ployees and their families. I am now
77 yrs. old but with my "Trolley Car"
background naturally I'd like it to
be recognized in the National Register

Sincerely -

Mrs. Mildred (Gray) Ellis

Feb. 27 75

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE RECD SEP 07 1976

DATE ACTION TAKEN 9-28-76

INITIALS [signature]

YP

Union St.
Railway Car barn

Sept 2, 78

Keeper of the National Register:

By all means, the car barn in New Bedford deserves to be a historic landmark. The city of New Bedford warrants the prestige of being on record in the Office of Archeology and Historic Preservation.

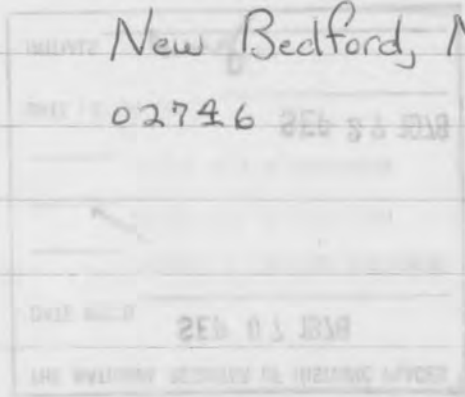
Again, yes, please place the Union Street Railway Car barn on register.

Thank you very much for your cooperation.

In peace,

James H. Borden

162 Sawyer Street
New Bedford, Ma.



THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D **SEP 07 1978**

INDIVIDUAL RESPONSE (ATTACHED)

☒ INFORMATIVE MATERIAL SENT

TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN **SEP 27 1978**

INITIALS

cmf

YP
September 1, 1978

Keeper of the National Register
Office of Archeology and Historic Preservation
U. S. Department of the Interior
Washington, D. C. 20240

Dear Sir:

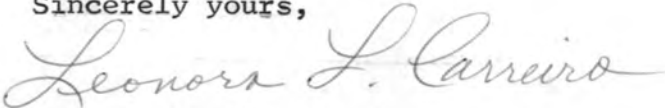
I would like to see the Union Street Railway Car barn and Repair Shop at Weld Square in New Bedford, Massachusetts placed in the National Register of Historic Places. Enclosed is a picture of this building. As you can see, it is an excellent showmanship of architecture.

I feel that if this building is retained and preserved, it will be a tourist attraction and an asset to our area.

I believe that you have in your records its significance and value to our city.

Your consideration to my request and that of the committee interested in its placement on the National Register would be greatly appreciated.

Sincerely yours,



Leonora L. Carreiro

1527 E. Rodney French Blvd.
New Bedford, Massachusetts 02744

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D **SEP 07 1978**

INDIVIDUAL RESPONSE (ATTACHED)

pmc INFORMATIONAL SENT

TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN **9-28-78**

INITIALS *pmc*

New Bedford, Massachusetts 02541
1234 B. KOCHER BLVD.

GEORGE R. CANTERLO

Discarded Home

Greatly appreciated.

Requested in the placement on the National Register would be
don't consideration to my request and that of the committee in-

lying to my city.

I believe that you have in your records the significance and

as a tourist attraction and an asset to my city.

I feel that in this building is retained and preserved, it will
of significance.

this building. As you can see, it is an excellent example of
National Register of Historic Places. Enclosed is a brochure of
shop at 1234 B. KOCHER BLVD. in New Bedford, Massachusetts. I would like to see the Union Street National Cemetery and the
near it.

Washington, D.C. 20540
U.S. Department of the Interior
Office of Archeology and Historic Preservation
Keeper of the National Register

September 1, 1978

YP
33 Lafayette Street
Fairhaven, MA. 02719
September 1, 1978

Keeper of the National Register
Office of Archeology and Historic Preservation
United States Department of the Interior
Washington, D.C. 20240

Dear Sir:

The old Union Street Railway Car barn and Repair Shop at Weld Square in New Bedford, Massachusetts has been approved to be named to the National Register of Historic Places by the New Bedford Historical Commission and by the Massachusetts State Commission.

The Car barn is important for the major role it played in the transportation history of New Bedford. It was built in 1897.

I urge you to name this Car barn to the National Register.

Sincerely yours,

Barbara L. Turner

Barbara L. Turner

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D SEP 07 1978

INDIVIDUAL RESPONSE (ATTACHED)

☒ INFORMATIONAL SENT

TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN SEP 27 1978

INITIALS pmf

REPORT OF...

...

...

...

...

...

...

...

...

...

YP

Sept. 3, 1978

Dear Sir,

Union St. Railway
Carbarn

I am writing in reference to seeing
an article in our local newspaper.

I read that the Carbarn in New Bedford
which housed trolley cars for many years,
is under consideration for the national
register in Washington.

It would be a deep disappointment to
the Nichols family who have worked so
hard to preserve the last link with
a proud heritage here in New Bedford.

Being a teachers' aide in the New
Bedford School Dept, I would like to see

this important link with transportation history totally forgotten. It would be great for our children to be able to visit this old memorabilia and remember the truly car days, as we still have some tracks showing through the streets now from years ago.

The Nichols have done ^{an} unselfish act in trying to preserve a part of our history, where as they could stop trying and just let the Car Barn go to deterioration and old age as many things do today.

Please consider our N. B. Car Barn for the National Register.

Yours truly,
Patricia Waite

June
82-82-6

YP

Memo

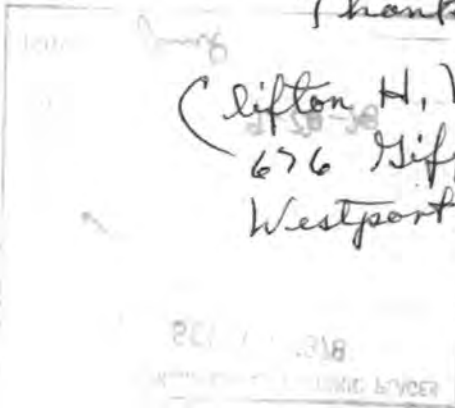
Union St. Railway
Carbarn

Sept-5-1975

I vote in favor of the Carbarn
at Weld Square in New Bedford
mass, to be put on the National
Register of Historic Places.
my father and other members of
our family worked for Union Street
Railway. I did also. Hate to see
it go.

Thank You

Clifton H. Mosher, Jr.
676 Gifford Rd
Westport, Mass.
02790



48

146 Armour St.
New Bedford, Ma. 02740
Sept. 8, 1978

Gentlemen:

I would like to voice my opinion on naming the old Union Street Carbarn into the National Register. I think it would be a very good idea, for we have already lost too many buildings of note to destruction. Many buildings have fallen and the land area used for parking lots and I think it is time we took a second look and asked ourselves if this is absolutely necessary. If it keeps up we will soon have parking lots galore and no one place that we can visit or recall with fond memories.

I would gratefully appreciate your giving consideration and acting upon the suggestion that you name the old Carbarn here in New Bedford, to the National Register.

Sincerely yours,

Muriel H. Purcell

(Mrs.) Muriel H. Purcell

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE RECD SEP 12 1978

(ATTACHED)

DATE ACT. IN REG.

SEP 27 1978

INITIALS

M

RACERASE BOND

SOUTHWORTH CO. U.S.A.

25% COTTON FIBER

NR

Union St.
Railway Car Barn
& Ryan Shop

FR 8-29-78

42 Wilson St.
So Dartmouth Mass
Sept 13, 1978

Keeper of the National Register
Office of Archeology & Historic Preservation
U.S. Department of the Interior
Washington, D.C.

I wish to go on record as opposing
the putting the so called "Car Barn" of
New Bedford Mass on the National Register.

This building has no particular importance
to the people of the area. My Father-in-law
was the "starter" for this company for many
years but the building stands for nothing
in the minds of some of the people, as the
place the buses used to be parked at night.

Frankly this building is just an
old building in need of repair that somebody
that now owns it they can make a bundle
on if they could get some help in fixing it
up.

Yours Truly

Edgar Moorhouse

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE SEP 20 1978

NP

9-28-78

PL

FRS-29-78



Keeper of Nat'l Records

CITY OF NEW BEDFORD

IN CITY COUNCIL

September 14, 1978

WRITTEN MOTION

That the City Council go on record as supporting the application for the placement of the Union Street Railway car barn and repair shop in New Bedford as a National Historical landmark, and that a copy of this motion be forwarded to-
Keeper of the National Register, Office of Archeology and Historic Preservation, U.S. Dept. of the Interior, Washington, D.C. 20240

Councillor Brooker

IN CITY COUNCIL, September 14, 1978

Adopted

David R. Nelson, City Clerk

Presented to the Mayor for approval September 18, 1978

David R. Nelson, City Clerk

Approved by the Mayor September 20, 1978

John A. Markey, Mayor

A true copy, attest:

David R. Nelson
City Clerk

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D SEP 26 1978

INDIVIDUAL MEMORANDUM (ATTACHED)

JP

INFORMATIVE MATERIAL SENT

TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN 10-5-78

INITIALS *SL*

[Faint, mostly illegible text from the reverse side of the page, appearing as bleed-through. Some words like "CIP", "SEP", and "1978" are visible.]

not used
signed 10/17/78
B.H.
Oct 1978

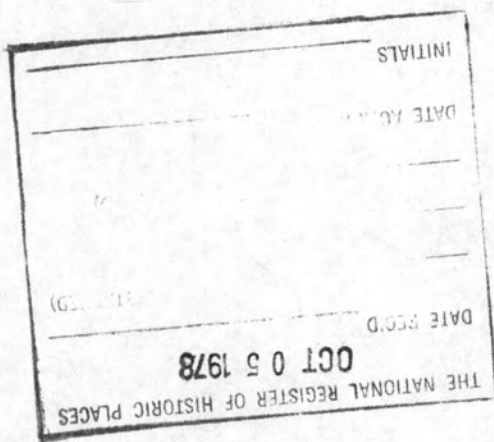
74 Lenton Ave
White Plains
New York
Oct 1 - 78

Dear Keeper of Nat'l Register, Just got
the clipping of the Union St Railway
car barn ^{repairs} which was in the New Bedford
Mass. Paper the evening of Aug. 31st My
sister sent it to me We were all born in
New Bedford, the eight of us I moved to New
York after I married and I do remember as
a child the trolley cars running in & out
the car barn, what a nice memory I would
appreciate if it could be kept as a national
Landmark (Historic) I also got notice of it be-
ing named for Historic Preservation when I
read about it in the Greenwich Conn. Times
there were others mentioned Places in Maine
Etc.

Thank you kindly and ^{Do not film} lets hope my
home town has one old building on the list
of Historic Landmarks. Really N. B. has
many old buildings. The Supreme Court
on County St near the N. B. High School
oh well its nice thinking about all this.
I do go there ~~at~~ a lot. Out to Cape
Cop etc.

Well so long.

Mrs. Delia C. Gouveia
Formerly Cardoza.



ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered OCT 2 1978

Name

Location

Martin House and Farm

North Swansea
Bristol County

Union Street Railway Car barn and Repair Shop

New Bedford
Bristol County

Also Notified

Honorable Edward W. Brooke
Honorable Edward M. Kennedy
Honorable Margaret M. Heckler
Honorable Gerry E. Studds

State Historic Preservation Officer
Mrs. Patricia L. Weslowski
Executive Director
Massachusetts Historical Commission
294 Washington Street
Boston, Massachusetts 02108

YP

10/6/78

Dear Sir:-

Yes, we are in favor of having
the old UNION ST. RAILWAY CAR-
BARN and REPAIR SHOP added to
the National Register of Arch-
eology and Historic Preservation

This would be a one hundred
percent improvement to this
particular area and maybe too,
the young people in this neigh-
borhood would take a certain amount
of pride.

Thank you

ZIP CODE
02740

Mr. & Mrs. John Kerissimo
1465 Pleasant St.
New Bedford, Mass.

Entered 10/2/1978



President — Edith Nichols
Vice-President — Everett McCullough
Secretary-Treasurer — Gloria Alcobia

Trolley Incorporated of Greater New Bedford

P.O. Box A2057

New Bedford, Ma. 02741

January 14, 1979

To the Keeper of the National Register
Office of Archeology and Historic Preservation
U.S. Department of the Interior
Washington , D.C. 20240

Dear Sir,

Our organization was formed May 3, 1978 to save New Bedford trolley memorabilia. We are now several hundred strong and have been able to make progressive strides in our short existance.

In September, 1978, an announcement was carried in our local paper, the New Bedford Standard-Times, regarding the acceptance of the Union Street Railway Car barn and repair shops on the National Register.

Is there any paperwork which we should have received to conform and verify this? Also, please forward any conditions and requirements which must be adhered to should steps be taken to restore the facilities.

Thank you,

Edith Nichols

Edie Nichols

Dedicated to saving trolleys and trolley memorabilia

62-26-79

ATTENTION: DIVISION OF HISTORIC PLACES	
DATE REC'D	JAN 22 1979
INDIVIDUAL	SPARSE (ATTACHED)
IN	FILED
TELEPHONE CALL	(ATTACHED)
DATE OF RECEIPT	
INITIALS	

HOUSE OF REPRESENTATIVES, U.S.
WASHINGTON, D.C.

February 26, 19 79

Respectfully referred to

Mr. Gary Catron
Assistant to the Secretary for
Congressional and Legislative
Affairs
Department of the Interior
18th and C Streets, N.W.
Washington, D.C. 20240

Enclosed please find the letter
and additional documentation I
received from my constituent, Ms.
Edith Nichols, regarding the
placement of the Union St. Rail-
way Co. carbarn on the National
Register of Historical Places.

Kindly provide my district office
(247 Post Office Building, New
Bedford, MA 02740) with informa-
tion which would be helpful to
Ms. Nichols.

Thank you for your cooperation.

Very respectfully,

OFFICE OF THE DIRECTOR
CONGRESSIONAL AND LEGISLATIVE AFFAIRS
RECEIVED

MAR 1 1979

BGerry E. Studds

MA M.C., 12th District.



FEB 26 1979

Weld & Purchase Streets
P.O. Box A2057
New Bedford, Ma. 02741

Edith Nichols

February 22, 1979

The Hon. Gerry Studds
House of Representatives
Washington, D. C.

Dear Gerry Studds:

Through the efforts of Mr Chris Sands in your Washington office, the Union Street Railway Company carbarn and trolley repair shops were placed on the National Register on October 20th, 1978. After four years of research and concerted effort it is protected against demolition. It was recorded with the Massachusetts Historical Commission and the local Standard-Times did an article on its acceptance (see enclosed copy).

On January 14th, 1979 (see enclosed letter) we wrote to the keeper of records for some written confirmation, as yet we have received nothing in the way of formal documentation, nor has the city to my understanding.

This matter is of utmost importance since the property is under option to a developer to be converted to elderly housing. The developer has expressed to the newspapers his intentions to tear down one of the historic properties to attain parking spaces. We are under the impression federal money cannot be used to tear this building down (see Standard-Times article).

It is a case where action must be taken before it is torn down-the property in question was the Union Street Railway Company trolley repair shop. Built in 1897, it had the honor of being the site of the festivities for the city's fiftieth birthday celebration (the "Expo").

Some businesses, which are still in existence, displayed their wares at the "Expo": Pairpoint Glass Company, Wm Nye Oils Co., Morse Twist Drill Company, Hutchinson Book Store and George Kirby Paint Company.

The "Expo" was boycotted by the cotton mills industry. We have copies of the newspaper articles of those days, also the exhibit was set in motion by President McKinley.

Since local historical authorities are taking no action to protect or preserve this endangered building we hope your office, can do something in time to save it.

Sincerely,

Edith A. Nichols

Inc: copy of letter to the
keeper of the National Register
copy of Standard-Times article
dated 1/5/78

BOR Mail Control No. *POR 6966*

2/26/79

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT:

TO/FROM: Mass. Historical Commission DATE:

ADDRESS:

PHONE:

STAFF MEMBER: L. FLINT

DIVISION:

REPORT:

Com. will send copy of ^{notifying} letter to
Trolley Incorporated of Greater New Bedford.

0A17D

OFFICE OF CONGRESSIONAL
AND LEGISLATIVE AFFAIRS

3/2/79

BUREAU HCRS

Please prepare response for signature of Gary R. Catron, Assistant to the Secretary and Director of Congressional and Legislative Affairs.

Include a copy of your final response for CL files.

DUE DATE March 1, 1979

CL-Room 6253
x6667

yellow

Bristol CO

Beckel 3/19/79
Hampden
Mintz 3-20-79
P. 2/28

4/2/79

Honorable Gerry E. Studds
House of Representatives
247 Post Office Building
New Bedford, Massachusetts 02740

Dear Mr. Studds:

Thank you for your letter of February 26, 1979, on behalf of Ms. Edith A. Nichols regarding the Union Street Railway Company Car barn in New Bedford, Massachusetts.

Ms. Nichols is correct that properties listed in the National Register of Historic Places are afforded protection from inadvertent alteration or destruction through projects which involve a Federal agency. In accordance with Federal regulations which implement the National Historic Preservation Act of 1966, as amended, and Executive Order 11593, Federal agencies involved in a project which will affect a property listed in the National Register are to consult with the appropriate State Historic Preservation Officer and request the comments of the Advisory Council on Historic Preservation on appropriate management options. We have enclosed a copy of the consultation procedures followed by Federal agencies and the Advisory Council. We have also forwarded a copy of Ms. Nichols's letter to the Advisory Council. If the Union Street Railway Company Car barn is endangered by a development project which will involve a Federal agency, we suggest that she alert her State Historic Preservation Officer, Mrs. Patricia L. Weslowski. Mrs. Weslowski may be reached by telephone at (617-727-8470), and by mail at the Massachusetts Historical Commission, 294 Washington Street, Boston, Massachusetts 02108. We also suggest that she consult with the Advisory Council on Historic Preservation at 1522 K Street, NW., Suite 410, Washington, D.C. 20005, (202-254-3967).

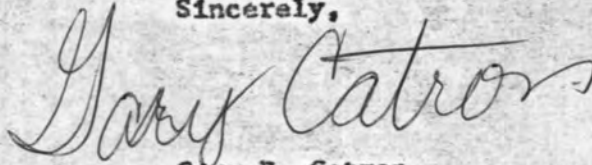
We apologize for the neglect of Ms. Nichols's January 14, 1979, letter. Our records indicate that we responded to Ms. Nichols's letter on

A/S FWP 3/24/79

February 26, 1979, with a telephone call and subsequent mailing of material. We are enclosing a duplicate set of that information for your information.

If we can provide further assistance please write or call the National Register staff (202-343-6401).

Sincerely,



Gary R. Catron
Assistant to the Secretary
and Director of Congressional
and Legislative Affairs

Enclosures

cc: Your Washington Office
cc: Mrs. Patricia L. Weslowski L. Wa
Mass SHPO

bcc: FW/Secretary's File/Secretary's Reading File (2)/Assoc. Director, Connally
Chief, OAHP/FHR-CL/CL/FHR-Lumpkin/MR POR-6966
FHR: LBeebe:mjd 343-6401

BASIC FILE RETAINED IN NR

**Advisory
Council On
Historic
Preservation**

1522 K Street NW.
Washington D.C.
20005

April 30, 1979

Mr. Ed Machado
Boston Area Office
Department of Housing and
Urban Development
Bulfinch Building
15 New Chardon Street
Boston, Massachusetts 02114

Dear Mr. Machado:

Bristol Co.

We have been informed that a proposed Department of Housing and Urban Development assisted housing for the elderly project may have an effect on the Union Street Railway Car barn, Repair Shop (Centennial Building) New Bedford, Massachusetts. This property is included in the National Register of Historic Places.

Please investigate this matter to determine whether the nature of the effect requires that you obtain the comments of the Council in accordance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320). Steps to determine this responsibility are set forth in Section 800.4 of the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800).

We look forward to hearing from you as soon as possible. If you have further questions or require assistance, please call Sharon S. Conway at 202-254-3967.

Thank you for your cooperation.

Sincerely,

Jordan E. Tannenbaum

Jordan E. Tannenbaum
Chief, Eastern Office
of Review and Compliance



**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

September 13 1979

Mr. Charles Herrington, Acting Keeper
National Register of Historic Places
Heritage Conservation and Recreation Service
United States Department of the Interior
440 G Street, NW
Washington D.C. 20043

Attn: Noreen Frost

RE: Union Street Railroad Car barn and Trolley Repair Shop, New Bedford,
Bristol County

Dear Mr. Herrington:

I would like to request that the Trolley Repair Shop structure, listed in the National Register of Historic Places in conjunction with the Union Street Railway Car barn, be removed from the Register.

The Trolley Repair Shop was severely damaged by fire and explosion in 1970. Since that time no efforts have been undertaken to repair the damage, consequently weather neglect has accelerated the deterioration. The full extent of the demolition was not evident at the time of nomination since MHC staff was unable to inspect the interior. In the year and a half since the nomination was initiated, the deterioration of the Repair Shop has accelerated.

While I believe that the Repair Shop is historically significant, it does not retain integrity of design, materials, workmanship, feeling, and association. I no longer agree with the statement in the nomination form that new ceiling joists would restore the central section. Repair work would be extensive and the result would be reconstruction.

If you should have any questions, please contact Joe Orfant, Review Coordinator.

Sincerely,

Patricia L. Weslowski
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission

PLW/ej

cc: Sharon Conway, Advisory Council
New Bedford Historical Comm.
Ed Machado, HUD
Sally Oldham, National Register

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D **SEP 21 1979**

____ INDIVIDUAL RESPONSE (ATTACHED)

____ INFORMATIVE MATERIAL SENT

____ TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN _____

INITIALS _____

UNION STREET CARBARN AND REPAIR SHOP.

COMMENTS

THOUGH I BELIEVE THAT THE REPAIR SHOP WAS IMPORTANT TO THE HISTORY OF NEW BEDFORD'S STREET RAILWAY SYSTEM AND HAS DECIDED STREET SCORE VALUE I DO NOT THINK IT SHOULD BE CONTINUED TO BE LISTED IN THE NATIONAL REGISTER. THE STATE SHOULD HAVE TAKEN ^{MORE} ACCOUNT THE PHYSICAL CONDITION OF THE BUILDING AND ITS CHANCES FOR REHABILITATION BEFORE NOMINATING IT.

THE BUILDING MAY BE REHABABLE, BUT AT WHAT COST?

NOT ONLY IS THE ROOF OF THE CENTRAL SECTION GONE, AND SOME OF THE REAR WALL, BUT THE DECAY DUE TO WEATHERIZATION HAS BEEN EXTENSIVE ~~OVER THE PAST 9 YEARS~~ SINCE IT ~~HAS~~ WAS BEEN FIRE BOMBED NINE YEARS AGO. I MAY BE ^{ABLE TO BE} SWAYED BY

ARGUMENTS THAT THIS BUILDING CAN BE REHABILITATED BUT JUDGING

FROM THE INFORMATION WE HAVE I DON'T KNOW WHAT KIND OF
NEW USE IN NEW BEDFORD ^{FOR THIS SPACE} WOULD GENERATE ENOUGH INCOME TO
JUSTIFY STABILIZATION ^{AND} ~~THE LATER~~ RE-USE.

Bruce M. Dryd
9/25/79

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE

TIME OF CALL

AM
PM

1. CALL ☐ TO: ☐ FROM (Name)

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.

4. DETAILS OF DISCUSSION

Comments on request for delisting of portion of
Union Street Railway Car barn and Repair Shop
listing.

I agree with the MA SHPO that the Repair Shop
should be delisted. New boundaries should be drawn
to continue the listing of the Union Street Railway Car barn.
The delisting is done on the basis of professional error by
the SHPO. The building ^{to have} ~~appears~~ lost its structural integrity.
~~I~~ I think ~~this~~ must have been the case in Oct '78 when
it was listed. I doubt that deterioration over the
period between Oct '78 and now has caused this condition
given that the fire bombing dates to 1970. The change that
has occurred over this period is the change in intent with
regards to this bldg. While rehab was foreseen & planned at
the time of listing, it now is no longer planned. If we were
to see this bldg today & knew no one planned to ~~rehab~~ it, we
would not list it. These 2 factors should be cited in the delisting.
The retention of the facade of the Repair Shop will not be affected
by the ^{Sec. 2124} tax provisions in any way following delisting.
Conf. with Acting Keeper 9/25/79 Confirms these opinions.

NAME OF PERSON PLACING/RECEIVING CALL

TITLE

OFFICE

S Oldha

9/25/79

UNION STREET CARBARN AND REPAIR SHOP.

COMMENTS

THOUGH I BELIEVE THAT THE REPAIR SHOP WAS IMPORTANT TO THE
HISTORY OF NEW BEDFORD'S STREET RAILWAY SYSTEM AND HAS
DECIDED STREET SCORE VALUE 1 I DO NOT THINK IT SHOULD BE
CONTINUED TO BE LISTED IN THE NATIONAL REGISTER. THE STATE
SHOULD HAVE TAKEN ^{MORE} INTO ACCOUNT THE PHYSICAL CONDITION OF THE
BUILDING AND ITS CHANCES FOR REHABILITATION BEFORE NOMINATING IT.

THE BUILDING MAY BE REHABABLE, BUT AT WHAT COST?

NOT ONLY IS THE ROOF OF THE CENTRAL SECTION GONE, AND
SOME OF THE REAR WALL, BUT THE DECAY DUE TO WEATHERIZATION
HAS BEEN EXTENSIVE ~~EVER SINCE THE PAST 9 YEARS~~ SINCE IT ~~HAS~~ WAS
BEEN FIRE BOMBED NINE YEARS AGO. I MAY BE ^{ABLE TO BE} SWAYED BY

ARGUMENTS THAT THIS BUILDING CAN BE REHABILITATED BUT JUDGING

Do not film

FROM THE INFORMATION WE HAVE I DON'T KNOW WHAT KIND OF
FOR THIS SPACE
NEW USE IN NEW BEDFORD, WOULD GENERATE ENOUGH INCOME TO
JUSTIFY STABILIZATION ^{AND} ~~THE~~ ^{LATER}, RE-USE.

Brian M. Dryd
9/25/79

Advisory Council On Historic Preservation

1522 K Street NW.
Washington D.C.
20005

MEMORANDUM OF AGREEMENT

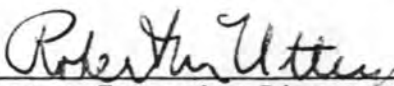
WHEREAS, the Department of Housing and Urban Development (HUD) proposes to provide Housing Authorization Act Section 8 assistance for the creation of 114 units of housing for the elderly and handicapped; and,

WHEREAS, HUD, in consultation with the Massachusetts State Historic Preservation Officer (SHPO), has determined that this undertaking as proposed would have an adverse effect upon the Union Street Railway Car barn and Repair Shop, New Bedford, Massachusetts, a property included in the National Register of Historic Places; and,

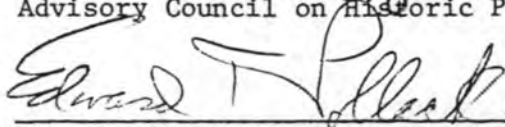
WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f, as amended, 90 Stat. 1320) and Section 800.4(d) of the regulations of the Advisory Council on Historic Preservation (Council), "Protection of Historic and Cultural Properties" (36 CFR Part 800), HUD has requested the comments of the Council; and,

WHEREAS, pursuant to Section 800.6 of the Council's regulations, representatives of the Council, HUD, and the Massachusetts SHPO have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect;

NOW, THEREFORE, it is mutually agreed that there are no feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effects of this undertaking and it is in the public interest to proceed with the undertaking as outlined in "Historic Preservation Certification Application Part II, the Car barn, New Bedford, Massachusetts."

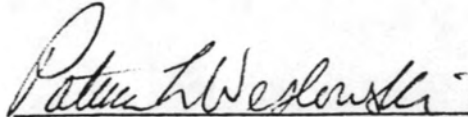

Deputy Executive Director
Advisory Council on Historic Preservation

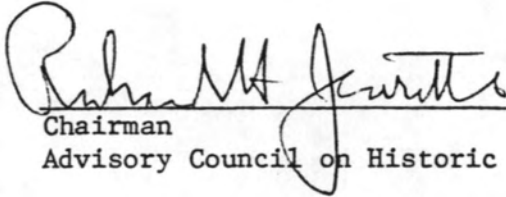
Date 9/25/79


Department of Housing and Urban
Development

Date OCT 15 1979

Page 2
Memorandum of Agreement
HUD
Union Street Railway Car barn

 Date 10/15/79
Massachusetts State Historic Preservation
Officer

 Date 11/5/79
Chairman
Advisory Council on Historic Preservation

OCT 16 1979

*MacDougal
10/15/79
Shull
10-15-79*

Mrs. Patricia L. Weslowski
Executive Director
Massachusetts Historical Commission
294 Washington Street
Boston, Massachusetts 02108

Dear Mrs. Weslowski:

We concur with your opinion expressed in your September 13, 1979 letter that the Trolley Repair Shop, New Bedford, Massachusetts, does not meet the criteria for listing in the National Register of Historic Places. According to procedures under 36 CFR 60.17 we are hereby removing the building from the National Register as of the above date.

The Trolley Repair Shop does not possess integrity of design, workmanship, materials and feeling due to damage resulting from the 1970 fire bombing and the building's subsequent deterioration. We accept the explanation that the Massachusetts Historical Commission was not fully aware of the extent of the loss of integrity to the building at the time of the initiation of the nomination and are removing it on the basis of professional error.

The adjacent carbarn, listed with the repair shop, November 2, 1978, will continue to remain on the National Register. However, new boundaries must be approved according to procedures under 36 CFR 60.16.

We look forward to receiving the revised nomination.

Sincerely,

Charles A. Herrington (Sgd.)

Charles A. Herrington
Acting Keeper of the National
Register

cc: Lee Nelson, TPS

bcc: Director's Reading File
FHR: B. MacDougal:jrb:343-6401:10-15-79
BASIC FILE RETAINED IN NATIONAL REGISTER

HCRS-NR

BRISTOL, CO
==

OCT 2
1978

**Advisory
Council On
Historic
Preservation**

1522 K Street NW.
Washington D.C.
20005

November 8, 1979

Mr. Edward Pollack
Deputy Area Manager
Department of Housing and
Urban Development
Bulfinch Building
15 New Chardon Street
Boston, Massachusetts 02114

Dear Mr. Pollack:

The Memorandum of Agreement for the proposed creation of 114 units of housing for the elderly and handicapped affecting the Union Street Railway Car barn and Repair Shop, New Bedford, Massachusetts, has been ratified by the Chairman of the Council. This document constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and completes compliance with the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800). A copy of the Agreement is enclosed.

In accordance with Section 800.6(c)(2) and 800.9(e) of the regulations, a copy of this Memorandum of Agreement should be included in any environmental assessment or statement prepared for this undertaking to meet requirements of the National Environmental Policy Act and should be retained in your records as evidence of compliance with Section 106 of the National Historic Preservation Act.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,

Jordan E. Tannenbaum

Jordan E. Tannenbaum
Chief, Eastern Division
of Project Review

Enclosure
MOA

M. Jones
149 Cross Rd.
N Dartmouth,
Mass.
02747

THE NATIONAL REGISTER OF HISTORIC PLACES

SEP 06 1978

DATE REC'D

COPIES ATTACHED

SEP 27 1978

DATE

INITIALS

Keeper of the National Register
Keeper of the Archeology
and Historic Preservation Office
U. S. Department of the Interior
Washington, D. C.

20240



Nathan Hale

Patriot

U.S. Postage 9c

Union St. 9/11/78

YB To Whom It May Concern: Railway Car barn

I sincerely hope that you will name the Weld St. Car barn in New Bedford to the National Register of Historic Places. It was built in 1897 and played a major role in New Bedford's transportation system. My grandfather & great uncle drove the trolleys for around 50 years.

Sincerely,
Marion E. Jones.

MRS. MARION E. JONES
149 Cross Rds.
N. Dartmouth, Mass. 02747

THE NATIONAL REGISTER OF HISTORIC PLACES

SEP 07 1978

DATE REC'D

INDIVIDUAL RESPONSE (ATTACHED)

INTENSIVE FIVE YEAR PLAN SENT

TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN

INITIALS

pn

SEP 27 1978

FRANK LLOYD WRIGHT



ere p

Patriot



U.S. Postage 6c

Keper of the National Register
Office of Archeology
and Historic Preservation
U S Department of the Interior
Washington D C
20240

YPS Dear Sir:

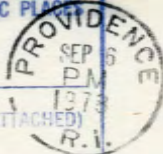
Please name the Union Street
Railway Car barn and Repair Shop in
New Bedford Mass at Weld Square
to your National Register of Historic
Places. It certainly deserves it!!

Thank you very much.

Mr & Mrs Arthur Courtemanche
201 Query St
New Bedford Mass
2745

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D **SEP 12 1978**



✓ ☒ MAIL RESPONSE (ATTACHED)

☐ POSTAGE PAID

☐ RETURN RECEIPT (ATTACHED)

DATE ACTION TAKEN

SEP 27 1978

INITIALS

*Keeper of the National Register
Office of Archeology & Historic Preservation
U.S. Dept. of the Interior
Washington
D.C. 20240*

John Hancock

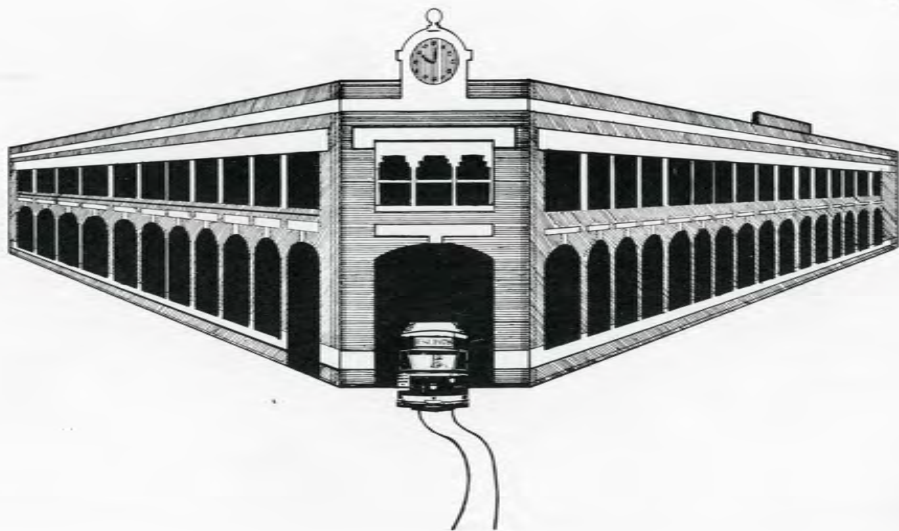
Patriot

U.S. Domestic Rate

My wife and I support the people of New
Bedford, Massachusetts, who are endeavoring
to have the Union Street Railway Car barn
named as a historic national landmark. We
remember how busy it was over 60 years ago.
Certainly carbarns, especially an imposing structure
as this one, cannot be very numerous today.

My & Mrs. Constantly Leftkowitz
196 Green St
Fairhaven Mass 02719

YR



The New Bedford Union Street Railway Car barn

Purchase & Weld Streets , New Bedford, *Mass.*

The proposed restoration
of the Sundial Building
got another seal of approval
yesterday when the
New Bedford
Historical Commission granted
a certificate of appropriateness
for the project.

s, New Bedford, Mass., Thursday, January 5, 1978

Sundial Building restoration wins commission okay



Staff photo by Ron Rolo

A certificate of appropriateness was granted yesterday by the New Bedford Historical Commission for the restoration of the Sundial Building on lower Union Street.

The brick building dating possibly from the 1820s is owned by the Waterfront Historic Area League, Inc., which acquired the property after it was severely damaged a year ago in the historic district fire.

Approval of the certificate was made conditional by the commission, which authorized Antone G. Souza Jr., coordinator of the city's Office of Historic Preservation, to make certain that several minor details of the project that were still incomplete conform with the nature of the district. Souza also is a commission member.

Formal plans for the restoration were presented at yesterday's monthly commission meeting by John K. Bullard, WHALE agent.

Restoration plans for the Sundial Building include rebuilding the third floor, reconstructing the roof and replacing the upper story window panes with small lights in keeping with an earlier phase in the building's history. Bricks used in the restoration would be in keeping with the existing brickwork.

The lower floor would have large windows with transoms while the north and west walls would be finished in stucco rather than brick. Hitherto, the west wall was not exposed, having been a wall shared with an adjoining building that was destroyed last January.

Yet to be worked out are the colors for the trim, the roof and the stucco work and the design of the doors.

The building's expected use is commercial, although WHALE has not announced any prospective buyer or tenant.

The Sundial Building, named for a sundial over the Union Street entrance,

was the original home of the Daily Evening Standard now The Standard-Times, founded in 1850 by Edmund Anthony.

The building was completely renovated in 1920 and was occupied by the U.S. Conditioning and Testing Co. After serving as quarters for the textile testing service, the property was occupied from 1937 until 1974 by the State Fruit Co., now located in Dartmouth.

An unconfirmed New Bedford tradition says the site, if not the building, housed the Sundial Hotel, which was described as a notorious spot frequented by seafaring men. It is definitely known that the third story was used as a sailor's keeping room at an early period.

In other business, the commission recommended that the old Union Street Railway Co. car barn at Weld and Purchase Streets be placed on the National Register of Historical Places.

The recommendation must be approved by the Massachusetts Historical Commission and the Interior Department's National Park Service, which maintains the register.

Placement of a building on the register assures that it must be given a hearing before it can be demolished as part of a project involving federal money. Inclusion on the register also is an asset when an application for federal money for restoration work is made.

Favoring the recommendation were Souza, city planner Richard A. Walega, and voting alternates Elton W. Hall and Doris Heleen.

Chairman Louis R. Liss, who did not vote, said he had been informed by commission member Roger R. Guay that he was opposed to placing the building on the register. Guay, who did not attend the meeting, feels that the building does not have significant architectural or historical significance, Liss said.

Walega, observing that the Steamship Authority Pier has been placed on the register, contends that the car barn and the pier, in the role they played in the development of the area, "equate with one another."

In a related matter, Walega said that the announcement of Merrill's Wharf Historic District's inclusion on the register caught some city departments unaware.

The city planner explained that the Department of Public Works was in the bid stage of a project to restore the Steamship Authority and Coal Pocket Piers when the announcement was made in early December. Both piers are in the district and their inclusion made it necessary for the DPW to seek new approvals of the project.

Walega said he would propose a bylaw change at the next meeting to provide that municipal departments are notified ahead of time that a property is being

August 31, 1978



The old Union Street Railway Car barn and Repair Shop at Weld Square in New Bedford — headed for a spot on the National Register of Historic Places?

Staff photo by Milton Slivia



The old Union Street Railway Car barn and Repair Shop at Weld Square in New Bedford — headed for a spot on the National Register of Historic Places?

Staff photo by Milton Silvia

THE FIRST NATIONAL BANK



Lending a Hand

GREATER NEW BEDFORD'S LEADING INDEPENDENT BANK

Warm Greetings from John Stavros

at Harbor Beach Restaurant

"Come Enjoy The Good Old Days"



Elegant Dining

PARTIES — WEDDINGS — BANQUETS — OPEN 7 DAYS
AUCOOT ROAD, MATTAPOISETT, MA. 617 758-3738



601



Where are you?

EDITORIALS

This newsletter is to update the past year's activities on trolleys in New Bedford.

Printed in cooperation with the
Bristol County Development Council

1978

On January 4, 1978 the Union Street Railway Car barn and Trolley Repair Shops were recommended and passed by the New Bedford Historical Commission for placement on the National Register. A month later the Massachusetts Historical Commission gave it the necessary confirmation. Along with placement on the register is the guarantee that the property cannot be demolished without a hearing.

JUNIOR ACHIEVEMENT

In April, the Junior Achievement Company Impact did a research study of the hopes for revitalization of the Car barn. The response to the trolley, a museum, and shops, was highly favorable. The report is available.

This month's cover is a reprint of Trolley 601 from the first annual Carmen's Ball Book, Dec. 7, 1943.

TROLLEY INC. OF GREATER NEW BEDFORD

On May 3, 1978 Trolley Incorporated of Greater New Bedford was formed. In its short lifetime it has over 150 members, and a great deal of support. The new group made a trek to Branford Connecticut Trolley Museum in August. A financial as well as an informative success. More events are planned, and there is a great deal to be accomplished so why not join? Write us at P.O. Box A 2057, New Bedford, Ma. 02741.

On May 14, 1978 the Car barn project was notified that it was eligible for state restoration funds-Fy 79 grants. On May 15, the paperwork was filed.

It was selected from 135 preapplications to compete for 14 final slots. Funding will be \$55,000 from the state and has been matched by the City of New Bedford Community Development Commission should it be finalized by November 30, 1978.

PEOPLE CAN MAKE A DIFFERENCE

Great Christmas Gifts

Trolley memberships — \$1.00 and up

Trolley Notes — \$1.00 for 10 / 2 scenes



WTEV BROADCAST

After Evening coverage on the news about the formation of Trolley Inc. WTEV invited Don Gray and Edith Nichols to appear on the Community Program. The half-hour was devoted to trolley history and the future of a trolley in New Bedford. The show aired June 1, 1978.

THE BOOKS ARE COMING

Mr. O. R. Cummings of Kennebunkport, Me. has been compiling the New Bedford trolley history over a long period of time. It has grown from a single edition to three volumes and publication is eminent.

"ROOTS"

It seems like everyone you bump into and strike up a conversation with had a relative who worked for the Union Street Railway Company. Check your "Roots" and let us know how you were connected to trolley's. We keep a faithful record for future articles.

GIFT WRAP

Get all wrapped up in New Bedford — Christmas paper with scenes of the city from the good ole days. You'll love it.



Negotiations are continuing with the museums which still have New Bedford trolley's. A precious few are left, won't you join our effort to bring one back? Write Trolley, Inc. or attend our meetings, the first and third Tuesday of each month at the Car barn, 7:30 p.m.

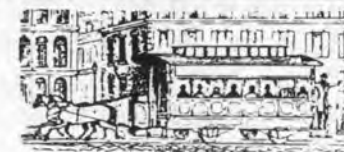
NORTH END INVOLVED

North End businessmen with an eye to the future have carefully considered the positive effects of reinstituting a trolley. Cost estimates have been investigated, now more work on the details.

NEW BEDFORD LIONS

For three consecutive years the New Bedford Lions Club has held the Haunted House at the Car barn. It's been a successful way to give pleasure to people while raising money for a serious cause — the blind.

WE HAVE A ONE TRACK MIND



NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: Union Street Railway Car barn and Repair Shop		2 OTHER NAMES: Centennial Building		3 date of entry: OCT 2 1978		4 county code: 05	
5 LOCATION street & number 1959 Purchase St.		city / town New Bedford		vicinity of MA		county Bristol	
6 NPS REGION: x NE x NA							
7 OWNER ☒ PRIVATE ☐ STATE ☐ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name)						8 ADMINISTRATOR:	
9 EXISTING SURVEYS ☐ HABS ☐ HAER ☐ NHL		10 FUNDED? ☐ YES ☐ NO		11 CONGRESS. DISTRICT 12th		12 SOURCE of NOMINATION ☒ STATE ☐ FEDERAL	
13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☐ YES, NAME ☐ NO		14 WITHIN NATIONAL HISTORIC LANDMARK? ☐ YES, NAME ☐ NO		15 ACREAGE		16 MA Historical Commission ☐ LOCAL ☐ PRIVATE ORGANIZATION	
16 CONDITION ☐ excellent ☐ good ☐ fair ☐ deteriorated ☐ ruins ☐ unexposed ☐ unexcavated ☐ altered ☐ unaltered ☐ reconstructed ☐ excavated		17 features: ☐ original site ☐ moved ☐ unknown ☐ SUBSTANTIALLY INTACT-1 ☐ SUBSTANTIALLY INTACT-2 ☐ SUBSTANTIALLY INTACT-3 ☐ NOT INTACT-0 ☐ NOT INTACT-0 ☐ NOT INTACT-0 ☐ UNKNOWN-4 ☐ UNKNOWN-5 ☐ UNKNOWN-6 ☐ NOT APPLICABLE-7 ☐ NOT APPLICABLE-8 ☐ NOT APPLICABLE-9					
18 ACCESS ☐ YES-Restricted ☐ YES-Unrestricted ☐ No Access ☐ Unknown		19 ADAPTIVE USE ☐ YES ☐ NO		20 SAVED? ☐ YES		21 IS PROPERTY A HISTORIC DISTRICT? ☐ yes ☐ no	
21 AREAS OF SIGNIFICANCE : ☐ ARCHEOLOGY-prehistoric-2 ☐ COMMERCE-6 ☐ ARCHEOLOGY-historic-1 ☐ COMMUNICATIONS-7 ☐ AGRICULTURE-3 ☐ CONSERVATION-8 ☐ ARCHITECTURE-4 ☐ ECONOMICS-9 ☐ ART-5 ☐ EDUCATION-10		☐ ENGINEERING-11 ☐ LANDSCAPE ARCH.-15 ☐ ENTERTAINMENT-26 ☐ LAW-16 ☐ EXPLORATION-12 ☐ LITERATURE-17 ☐ HEALTH-27 ☐ MILITARY-18 ☐ INDUSTRY-13 ☐ MUSIC-19 ☐ INVENTION-14 ☐ PHILOSOPHY-20		☐ POLITICS/GOVT.-21 ☐ RECREATION-28 ☐ RELIGION-22 ☐ SETTLEMENT-29 ☐ SCIENCE-23 ☐ URBAN PLANNING-31 ☐ SOCIAL/HUMANITARIAN-24 ☐ OTHER (SPECIFY) _____ ☐ SOCIAL/CULTURAL-30 ☐ TRANSPORTATION-25		22 CLAIMS: explain 'first' ☐ 'oldest' ☐ 'only' ☐	
23 functions WHEN HISTORICALLY SIGNIFICANT: CURRENTLY:		24 dates of initial construction: major alterations: historic events:		25 ETHNIC GROUP ASSOCIATION			
26 architectural style(s):		27 architect:		28 master builder:		29 engineer:	
30 landscape architect / garden designer:		31 interior decorator:		32 artist:		33 artisan:	
						34 builder/contractor:	
35 NAMES give role & date PERSONAL: EVENTS: INSTITUTIONAL:							
36 NATIONAL REGISTER WRITE-UP							