

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.

1. Type of Area Form

Town-wide:

Historic District:

Project Area:

8. UTM references:

Z19 4786184N 293953E

Z19 4786233N 294103E

Z19 4785343N 294390E

Z19 4785362N 294279E

2. Name of area: South Main Street 19th century Manufacturing District

9. Inventory numbers in this area:

CON0288, CON0289, CON0290,
CON0291, CON0292, CON0293,
CON0294, CON0295,

3. Location: South Main Street, Hills Ave. south to Pillsbury Street

10. Setting: Downtown business district

4. City or town: Concord

11. Acreage: 10+ acres

5. County: Merrimack

12. Preparer: Lisa Mausolf

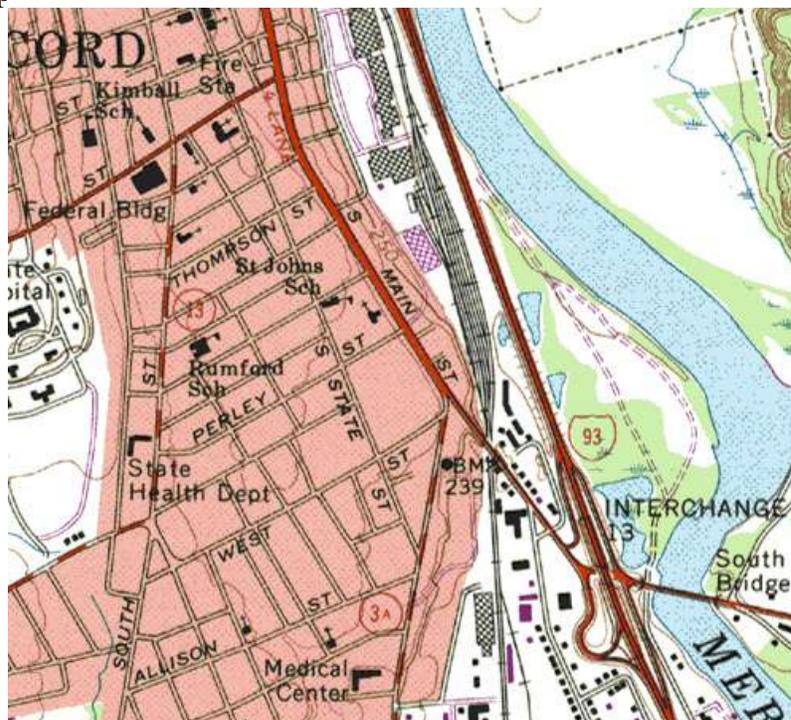
6. USGS quadrangle name: Concord

13. Organization: Concord Heritage Comm.

7. USGS scale: 1:24000

14. Dates of field survey: Feb. – March 2012

15. Location map



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16. Sketch map



AREA FORM**AREA NAME: S. MAIN MANUFACTURING DIST.****17. Methods and Purpose**

This Historic District Area Form was prepared for the Concord Heritage Commission as part of a project funded by a Certified Local Government Grant from the New Hampshire Division of Historical Resources. The purpose of the project was to focus on Concord's extant 19th Century manufacturing properties and their associated historic properties within the South Main Street corridor through the preparation of individual inventory forms and a Historic Context Statement. This area form is intended to incorporate the historic context as well as describe the methodology for the survey. It does not attempt to deal with all historic properties within the district but aims to highlight those properties within the area which relate thematically to a late 19th century industrial context. In order to provide a determination of State and National Register eligibility individual inventory forms were prepared for properties at Gas Street (CON0288); 39 ½ South Main Street (CON0289); 43 South Main Street (CON0290); 45 South Main Street (CON0291); 56 South Main Street (CON0292); 82 South Main Street (CON0293); 219 South Main Street (CON0294) and 7 Perley Street (CON0295).

The resources of the South Main Manufacturing Historic District were evaluated and documented through field work, historic maps and photographs, published histories, city directories, deed research, historic newspapers, and a review of previous survey work undertaken within the area. This form discusses the historical evolution of the area and describes the range and types of resources found within the area. It includes an evaluation of the area's significance, a comprehensive bibliography, historic maps and photographs, and contemporary photographs.

18. Geographical Context

This form focuses on the section of South Main Street which extends from Hills Avenue (the southern boundary of the existing Downtown National Register Historic District) southward to just north of Pillsbury Street. Located to the west of the Merrimack River, Main Street has served as the community's spine since the 18th century and maintains a roughly north-south orientation its entire length. In the 19th century the railroad was laid out east of South Main Street and west of the River.

[Note: South Main Street refers to the portion of Main Street which is located to the south of Pleasant Street.]

AREA FORM**AREA NAME: S. MAIN MANUFACTURING DIST.****19. Historical Background**

This area form highlights the various manufacturing concerns and related properties that located themselves along what is now South Main Street in the late 19th century. These properties were inter-related on many levels. Many developed here because of the area's proximity to the railroad. Some of the industries were related by the products they made and in other cases, they were tied together by common investors and owners.

Main Street was laid out in 1726 as the primary road in Concord's original town plan and was lined by proprietors' lots. Into the late 18th century Main Street remained a rural highway lined with houses set far apart. As noted by local historian Grace Amsden, "Every man on the street was a farmer, although he might have another trade as well."¹

In the early 19th century the availability of new transportation routes opened the area to industry and commerce. Opened in 1803, the Middlesex Canal extended from Boston harbor northward twenty seven miles to the Merrimack River at Chelmsford, Massachusetts. After a few years it was found that the canal did not extend far enough to attract business from New Hampshire and Vermont. In 1812 the Merrimack Boating Company was incorporated to transport freight between Boston and Concord and intermediate points. The Company operated cargo boats to make the additional fifty-two mile journey on the Merrimack River from Concord to the Middlesex Canal in Chelmsford. The first boat reached Concord on October 20, 1814 carrying sugar, molasses, rum and finished goods. The south-bound boat carried lumber, firewood, potash for soap and granite. In June 1815 regular cargo service was introduced. In 1819 a boat propelled by steam reached Concord but this mode did not prove successful. The Merrimack Boating Company was in business until 1822; the following year the company was bought by the Boston & Concord Boating Company. The cargo boats greatly facilitated the movement of produce, merchandise and lumber along the route although it still took approximately five days for the boat to make the upriver journey from Boston to Concord and four days to go downriver.

The first harbinger of major industry in the South Main Street area dates to 1813 when Lewis Downing, a 21 year old wheelwright produced his first wagon. He built his business building freight vehicles to transport goods from Concord to Boston and by 1825 had a workshop of twelve employees. In 1826 he expanded his product line to include stagecoaches and two years later J. Stephens Abbot of Massachusetts joined the business which became Downing and Abbot. The original facilities of the company were located on South Main Street, south of Perley Street.

The arrival of the Concord Railroad in 1842 may have resulted in the demise of the boating company but greatly encouraged the growth and development of additional industries in the South Main Street area. Many of the men who had been involved in the boating company went onto become supporters and directors of the railroad. Railroad tracks were laid out east of, and below, Main Street and within the Merrimack River floodplain. The Concord Railroad initially provided service between Concord and Nashua, with connections to Boston. Within two years, three additional railroad companies (the Northern Railroad, the Boston, Concord & Montreal Railroad and the Concord & Claremont Railroad) obtained charters, linking Concord with Portsmouth, Montreal, and White River Junction. Access to the rail line offered Concord's manufacturers the ability to import materials such as lumber and steel which were critical to their various lines of production. It also allowed local firms to reach distant, national and, even international, markets for their products. The passenger station was located in Railroad Square, east of Storrs Street and in 1848 a 300 foot brick machine shop was constructed. Here nearly twenty-five engines were manufactured between 1848 and 1898.

¹ Amsden, Chapter XII

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In 1850 the Concord Gas Light Company was chartered to meet the town's increasing demand for gas illumination. The company acquired land from the Concord Railroad and constructed a gasworks off South Main Street. The 1851 Walling Map offers an interesting glimpse into the developing neighborhood at that time. It shows the railroad tracks and shows a few scattered small shops including two blacksmith shops and a shoe shop. The only manufactory of note in the neighborhood at that time was Abbot's Carriage Works, consisting of two longer buildings just north of Downing Street.

In 1847 the initial partnership between Lewis Downing and J. Stephens Abbot had dissolved with each establishing his own firm. The J.S. and E.A. Abbot Company occupied the original Abbot and Downing facilities at South Main and Perley Streets. By the 1860s the Abbots employed about 200 workers. Meanwhile Lewis Downing and sons operated in another location on North Main Street, opposite the Phenix Hotel. Lewis Downing retired in 1865 and his sons subsequently merged his business with the Abbot Company. The new firm, known as Abbot, Downing & Company consolidated its operations at the original South Main Street facility.

At about the same time that Abbot, Downing & Company was reorganizing, Ford & Kimball (Theodore H. Ford and Benjamin A. Kimball) established an iron and brass foundry nearby, east of South Main Street, in 1865. They produced all kinds of iron and brass castings and iron fences but specialized in the manufacture of car wheels for the railroad. Prior to 1865 Benjamin Kimball worked for the Concord Railroad as foreman of the locomotive department and master mechanic. He also had a long history in railroad service and served on the board of directors of many of the state railroads. In 1873 he became a director of the Manchester & North Weare Railroad. In 1879 he was elected a director of the Concord Railroad and was annually reelected to the board of directors of both that railroad and its successor, the Concord & Montreal until at least 1918. Ford & Kimball's original foundry was heavily damaged by fire in July 1866 but was rebuilt in 1869 (see 39 ½ Main Street, CON0289, photo 12). The office for the foundry was the building at 41 S. Main Street (photo 9). In addition to operating their own foundry, Ford & Kimball also rented space in what is now 43 & 45 S. Main Street (CON0290; CON0291; photos 10 & 11) to other industrial tenants. Benjamin F. Dunklee had a machine shop here in the 1860s, initially in partnership with Ford & Kimball, and later with others. Woodworking machinery maker D.C. Allen was here in the early 1870s as was the Prescott Organ Company. Harvey Morgan had a carriage shop on the adjacent property to the south in the 1860s.

The growth of the railroad and Abbot-Downing & Company's success also supported the growth of other associated industries. About 1872 the Holt Brothers Manufactory was established on South Main Street, just south of Gas Street (see 219 S. Main Street, CON0294, photo 15), and supplied wagon spokes and hubs and wagon woodwork to Abbot & Downing. The four Holt brothers from oldest to youngest were Charles, William, Ames Frank and Benjamin (1849-1920). All four were born in Concord; the family had a saw mill that processed hardwoods for wagon construction. In 1864 the three older brothers had moved to the San Francisco area where they founded C.H. Holt & Co. which sold hardwood, lumber and wagon materials. Benjamin remained in New Hampshire and was responsible for shipping hardwood west by cargo ship and managing the factory on South Main Street. The Concord facility included a three-story brick building measuring 55 x 150' and a two-story frame warehouse measuring 30' x 100'. In 1883 Benjamin moved west to manage the Holt Brothers' Stockton Wheel Company although Holt Brothers continued to operate on South Main Street for many years.

Despite the number of manufactories and shops located along this section of South Main Street, the area continued to serve residential uses as well. Benjamin Kimball acquired the residence at 44 South Main Street in 1878 and made extensive alterations (photo 3). Its location offered handy access to his foundry and other industrial properties across the street. The house had originally been built by Sampson Bullard in 1825 and was later used by Benjamin Thompson as a water cure hospital. Kimball continued to own the property until his death in 1920 at which time he bequeathed it to the State of New Hampshire. The gift was refused by the State and the building was sold to the Masons.

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A number of other manufacturers and industrialists also lived in the South Main Street area. Organ maker Abraham J. Prescott purchased the house at 48 S. Main Street in 1867 (photo 1). John M. Hill, treasurer of the gas works for many years, lived next door at 50 S. Main Street while A. Frank Holt bought the property at 56 South Main Street (CON0292, photo 4) in 1877. The Lewis Downing House was located at the southwest corner of South Main and Perley Streets but was demolished by 1955.

Several hundred workers were employed in the industries of South Main Street at any given time. The largest factory for many years was Abbot-Downing which employed about two hundred workers in 1880. The Ford & Kimball had about twenty-five men at that time and John A. White about 28. Holt Brothers employed thirty to forty as did the Prescott Piano and Organ Company. Clapp & Co.'s Foundry had a smaller workforce of about eight.

Where worker housing was constructed in this area of Concord in the late 19th century it appears to have been built by private investors rather than the industries. Concord's first Catholic Church, St. John's, was built on the west side of South Main Street between Thorndike and Perley Streets in 1867. The field, which included a frog pond, was purchased from merchants George and Charles Hutchins who lived at 58 & 56 South Main Street. One family of Irish descent, the Lee family, owned several buildings on the east side of South Main Street in the late 19th and early 20th century. In the 1876 directory there is mention of Lee's Block on Chandler Street near South Main. Other sources mention the "Irish Block Tenements" or the "Irish Block" on Chandler Street which are no longer extant (Hengen 2009). Grocer John J. Lee and his brother, plumber William Lee lived at what is now 63-65 South Main Street and also owned the mid 19th century tenements to the east at what was 5-11 Lee Avenue (now 65 ½ South Main Street, photo 6). John J. Lee purchased the block of four tenements near Clapp Foundry in 1889 from Kirk Dodge. In the early 20th century these were all occupied by railroad employees but it is not known who built them originally. The three-story brick Lee Block at 53-57 South Main Street (photo 17) was later erected by the Lee family in 1900. In another example, just south of the Holt Brothers factory, John Whittaker built five identical double houses about 1885 (photo 5). Whittaker lived in West Concord and owned a lumber business in Fisherville (Penacook). He appears to have built these residences in the expanding south end as an investment.

The former Dunklee & Allen machine shop was acquired by John A. White in 1877. The company held patents for improvements to various pieces of machinery including a bandsaw and various lathes. In 1892 John A. White purchased the Concord Machine Company but had sold it by the time of his death in 1899.²

The 1881 directory lists Webster & Morgan as carpenters and builders headquartered in the Ford & Kimball Building. Another local brass and iron foundry, Clapp & Company was founded in 1882 and operated at 8 Chandler Street. Henry W. Clapp previously worked as foreman of Ford & Kimball's Foundry for fourteen years. Clapp was also the inventor of a sewer inlet and trap bearing his name. His partners were H.W. Ranlett and Samuel S. Prescott. Clapp & Company specialized in castings for railroads, machinists' supplies, and builders' materials such as castings, ornamental chimney caps, sash weights, boiler doors, and manhole covers. The company's most distinctive product was H.W. Clapp's combination animal watering trough/drinking fountain which could be finished with a gas or oil lamp post.

In 1881 the Prescott Organ Company, the oldest organ factory in the country, built a new factory off of the east side of South Main Street, capable of building 100 organs a month. The four-story building was located southeast of Turners Lane, roughly opposite the Catholic Church rectory. (The building subsequently burned in 1896).

² John A. White died in Concord in 1899 (*Monitor*, Nov. 27, 1899). His obituary states that he was formerly the proprietor of the John A. White Machine Company. The John A. White Co. became the Dover Machine Works in 1911.

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Although the plant manufactured nearly ten million cubic feet of gas, over time the Concord Gas Light Company lacked adequate storage facilities to maintain the gas levels the community needed. An enclosed, circular gasholder house (CON0288, photo 16) was constructed of brick in 1888, capable of holding 125,000 cubic feet of gas.

In the 1890s the former John White/Concord Machine Company building was taken over by Granite State Electrical Company/Cushman Electric Light Company, manufacturers of electric motors. The Cushman Electric Light Company was organized in 1895 and incorporated on October 24, 1913. Benjamin Kimball was one of the company's founders, a director and president. Kimball's foundry, the Ford & Kimball foundry operated just to the east of this building. Later Cushman Electric moved down to 69 S. Main Street.

In 1896 the Boston & Maine Railroad built a new repair shop complex between South Main Street and the railroad tracks. Encompassing twenty-four acres, the shops were the largest facility north of Boston devoted to building locomotives and maintaining passenger and freight cars. In 1899 the B & M began making its own freight cars at the Concord shops. As a result the Ford and Kimball Foundry began running 24 hours a day to meet the heightened demand for car wheels. With a workforce of approximately 1,300, the railroad was Concord's largest employer in the early 20th century.

However, this prosperity did not last and in the early 20th century, the railroad, along with many of these local industries entered a period of decline. The contraction of the railroad was reflected in operations at the Ford & Kimball Foundry which mainly manufactured railroad car wheels. At the same time the automobile was having an ever-increasing impact on the landscape. In the 1920s Ford & Kimball began to subdivide and sell some of its excess property. Land along Chandler Street (now Theater Street) was sold by Ford & Kimball in 1926 as was what is now 43 South Main Street. In 1926 the property at 43 South Main was sold by Ford & Kimball to Jasper Hazen Bartlett who used it as an auto sales/repair/storage facility. This was one of earliest of the many automobile-related businesses including garages and dealerships which became situated in the South Main Street area. In the early 20th century South Main Street (Route 3) was the major highway between Massachusetts and the White Mountains prior to the construction of Interstate 93 in the 1950s. Bartlett's Garage, dealer in Studebakers and Pierce Arrows, was located at 43 South Main until about 1940. Carlson's Motor Sales, operated by Nils Carlson and an authorized DeSoto and Plymouth dealer, was occupying the building by 1945. In the late 1920s Arthur C. Purington built a service station/auto dealership selling Hudsons and Dodges at what was formerly 45A South Main Street (no longer extant). The former Harvey Morgan & Co. carriage shop at S. Main Street and Chandler Street was razed in 1939 to make way for Ross Chevrolet Co. at 47-49 S. Main (no longer extant). Sanel Auto Parts was located at 45A South Main Street as early as 1936 and later moved to the former Holt Brothers building at 219 South Main Street. Capitol City Motors, owned by the Aranosian family, was located at 45 S. Main in the 1940s. The property was purchased from Ford & Kimball in 1931.

The Ford & Kimball Foundry was sold to the State of New Hampshire in 1941. Heavily renovated, the building still serves as a warehouse. The Concord Foundry Company (successor to Clapp) was still on Chandler Street in 1949 but ceased operations soon after. These buildings were later demolished.

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The area's two oldest industries also closed their doors in the early 20th century. The Prescott Piano Company (formerly makers of stringed instruments, melodeon/lap organs and organs) which had been founded by Abraham Prescott in 1836 ceased the manufacture of pianos in 1912 and closed its retail operations in 1917 through bankruptcy. In December 1919 Abbot-Downing manufactured its last wagon, turning briefly to the manufacture of buses, motor trucks and truck bodies before dissolving completely in 1925. The Boutwell Lumber Company took over some of the former Abbot-Downing buildings including the former blacksmith shop at 7 Perley Street (photo 8). Concord Cleaners purchased and added onto the former woodworking shop at 82 S. Main Street (photo 7). The Lewis Downing House at the corner of Perley and South Main Streets was replaced by a filling station about 1955. Nearly all of the other extant Abbot-Downing Company buildings were demolished in 1971. Holt Brothers, which had once been a major supplier to Abbot-Downing, continued to manufacture Concord wheels to a limited degree until about 1940.

In 1952 the Concord Gas Company converted its operation from manufacturing gas to hooking up to the network of natural gas pipelines that brought gas from the distant gas fields. Because there was no longer a need to store gas, the gasholder house was put out of service. The 1921 Gasholder was demolished in 1989. The accessory buildings have also been razed.

20. Applicable NHDHR Historic Contexts

Wood products mills and shops in New Hampshire

Iron smelting and founding, 1715-present

Machine tool manufacture, 1840-present

Carriage and wagon manufacture, 1820-1900

Musical instrument production in New Hampshire

River and canal navigation, 1790-1890

The railroads in NH, 1842-1960

Automobile highways and culture, 1900-present

Gas industry in NH

Commerce, industry and trade in New Hampshire cities, 1630-present

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The South Main Street Manufacturing Historic District focuses on the section of South Main Street bounded north by Hills Avenue and south by Pillsbury Street, an area which was home to a number of important local industries, shops and factories in the late 19th century. The area is located south of the downtown and is bordered on the west by residential neighborhoods and on the east by Storrs Street (formerly Railroad Street) and the Capitol Shopping Center which was built in the 1960s on the site of Concord's historic railroad station. The railroad tracks formerly extended in a north-south direction to the east of Storrs Street.

Historically, this section of South Main Street was interspersed by a mix of residential and industrial properties. In the mid 19th century the industries were limited to a few blacksmith shops, engine houses and a few buildings housing the Abbot & Downing Carriage Works. None of these buildings which are depicted on the 1858 map are extant today.

Most of the historic resources that survive in this section of South Main Street were constructed after the Civil War. Among the residential structures, the French Second Empire style is the most prevalent although there is also an example of the Italianate (54 S. Main Street). These upscale homes reflect what were then the latest architectural trends and were occupied by a number of prominent local industrialists. The homes are generally sited grandly above the street level with stone retaining walls and steps; a section of ornate iron fence also survives in front of what was 52 S. Main Street (destroyed by fire in the 1980s). The house at **48 South Main Street (photo 1)** was once home to organ maker A.J. Prescott and John Hill, treasurer of the gasworks resided in what is now **50 South Main Street** (Waters Funeral Home, photo 1). Although covered in vinyl siding, the building at 48 South Main Street retains some residential character although almost all of the former residences now serve commercial or office uses. The mansard-roofed house at 67 South Main Street is nearly entirely hidden behind a later 1940s storefront and the Funeral Home at 50 South Main Street has seen the addition of a large rear addition and siding. **St. John's Catholic Church** was built on the west side of South Main Street between Thorndike and Perley Streets after 1865 and a mansard-roofed rectory (**72 South Main Street**) was constructed a few years later, in 1870. In 1878 Benjamin Kimball, one of Concord's leading citizens, purchased the house at **44 South Main Street (photo 3)**, transforming it into a Romanesque Revival showplace. A. Frank Holt of Holt Brothers acquired the former property at **56 South Main Street (CON0292, photo 4)** in 1877. It is not clear whether Holt had the decorative Queen Anne style dwelling constructed from the ground up or if it might be a reworking of an earlier 19th century gablefront house. The house is an excellent example of Queen Anne-style, retaining nearly all of its original features including exterior sheathing which combines clapboards, decorative wood shingles, diagonal boards and distinctive trim including turned work, incised brackets and cut-away corners. The building retains its attached barn although it has been converted to residential use. The property was owned by the Holt family until 1931 and then became a boarding house.

Interspersed throughout this primarily upper class residential neighborhood in the late 19th century were a number of industrial complexes. There are no surviving resources for some of these industries including the Prescott Organ Factory, the Clapp/Concord Foundry and the Harvey Morgan Carriage Shop. Historic photographs indicate that many of the industrial buildings were enclosed with simple picket fences along the Main Street frontage. The sounds and smells that emanated from the bustle of industrial activity are now difficult to imagine, especially in such close proximity to these wealthy residences.

The industrial structures which do survive from the mid 19th century retain varying degrees of integrity. Most of the buildings that still exist are remnants, singular elements of what were originally industrial complexes. Not surprisingly, nearly all of the structures which have survived are constructed of brick. One of the few wood-frame buildings is the building at **82 South Main Street (CON0293, photo 7)** which was originally part of the Abbot-Downing Carriage Works. Set on a granite foundation, the building is sheathed in asbestos siding and a single-

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story c.1940 addition projects from the north elevation. Except for one window on the south wall, all of the original fenestration has been removed or covered over. The Abbot-Downing Company blacksmith shop at **7 Perley Street (CON0295, photo 8)** is a single-story brick building which was constructed in two phases. The southern portion of the structure was constructed first c.1860 and c.1880 the building was extended northward and tripled in size with attention paid to match the earlier structure. The south end of the building displays a clipped gable with a brick parapet resting on the broken gable. Extending behind the parapet originally was the line of ventilators. The gable end displays a denticulated brick cornice which ends in returns. The brick cornice also extends along the lateral eaves and trims the north full gable which has been covered in vertical boards in recent years. All of the original segmental window openings have been filled with concrete block although their brick lintels and granite sills are still visible.

On the east side of South Main Street, south of Hills Avenue, various buildings of the Ford & Kimball complex still stand. The modest wood-frame building at **41 South Main Street (photo 9)** originally served as the office and was probably constructed c.1865. The 1 ½-story gable-front structure is set on a mortared fieldstone foundation and is clad in wood clapboards. The gable roof displays overhanging eaves that are without returns. A single-story porch spans the south side. The windows are all replacements and a modern addition has been constructed at the rear. Extending behind and to the southeast of the office, the Ford & Kimball Building is a two-story brick structure constructed c.1865. The two parts of the building (**43 and 45 South Main Street, photos 10 & 11**) always had different tenants but were originally in common ownership. They were divided into two different tax parcels in the 1920s. The northern half of the building (**43 South Main Street; CON0290, photo 10**) was constructed to house a machine shop and retains the higher level of integrity. The southern portion (**45 South Main Street; CON0291, photo 11**) originally consisted of an attached single-story engine house and two-story brick building housing a wood shop. The building at 43 S. Main consists of a 2 ½-story-side-gabled brick structure with regular bays defined by brick pilaster strips. The single-story section at the north end of the building and the two-story section projecting to the west and the street were both added c.1880 during the occupancy of John A. White. Despite some alterations including changes to the fenestration of the front office, the building still evokes a sense of its 19th century industrial use. The structure at 45 S. Main Street has unfortunately suffered a more serious loss of integrity including the removal of its smokestack, the raising of the engine house roof and a large modern addition in front.

Behind (east of) 43-45 South Main Street are the buildings built for and occupied by the **Ford & Kimball Foundry (39 ½ South Main Street; CON0289, photos 12-14)**. The surviving buildings include the long two-story foundry structure, a pattern room at the north end and a former machine shop at the south end. The foundry building has been extensively altered since 1940 including the removal of its raised central cupola and the installation of the present flat roof. Fenestration has been changed including the reworking of original window openings with smaller windows covered with bars. The Pattern Room is the most intact remaining element. The two-story, gable-roofed brick structure retains a number of wooden double-hung 6/6 sash with segmental brick lintels, a dentil brick cornice and has an attached connector with arched openings. The former machine shop is a 1 ½-story, side-gabled brick structure that also dates to the 1860s. Its original façade is hidden behind a later addition. An additional single-story warehouse originally occupied the space between the foundry and the machine shop but was removed in the 1940s.

The **Holt Brothers Factory at 219 South Main Street (CON0294, photo 15)** is a late 19th century brick industrial structure capped by a low gable roof. The principal elevations are defined by a repetitive system of bays defined by brick piers which give rise to a prominent brick cornice. The building retains some original window openings as well as its brick smokestack but the façade was altered by the addition of storefronts and an addition to the side in the 1940s. There are also a number of later concrete and frame additions which obscure much of the original design. The frame storehouse at the rear, which may be even older than the brick factory, has been sheathed in vinyl siding and has all new windows.

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Constructed in 1888, the **Concord Gas Light Company Gas Holder House on Gas Street (CON0288, photo 16)** is a nationally-significant surviving example of a building type which was once common in urban areas, used in the manufacture and storage of gas. It is believed to be the only surviving gasholder house in the U.S. to retain its gas holder intact. The circular brick building measures 86 feet in diameter and stands 80 feet high, capped by a slate-covered conical roof with an octagonal wooden cupola that is Italianate in feeling. The brick façade is divided into sixteen equal bays which are framed by simple brick pilaster wall buttresses with a corbelled brick cornice. Valve houses project from two of the bays; the remaining bays contain 4/4 sash with round arched brick hood molds. Although the other buildings which once defined the complex have been demolished, this building retains virtually intact.

Aside from industrial buildings and related single-family residences, the area also includes several other resources of interest. The **Lee Building at 53-57 South Main Street (photo 17)** was erected in 1900 and is a good example of a turn-of-the-century business block with upper level apartments. The three-story brick block retains three ground floor storefronts with decorative metal posts, two upper level oriel windows and rectangular windows with granite sills and lintels. The Lee family emigrated from Ireland in the 19th century and family members included several plumbers and grocers. Historic maps indicate that at one time there were several other large blocks on the east side of this stretch of South Main including La Pierre's Block, the Tallant Block, Avery Block and a bank (1892 map). The Lee family also owned other buildings in the neighborhood including the double house at 63-65 South Main Street and the side-gabled block of four tenements to the rear.

In the early 20th century a number of automotive-related businesses established themselves within the district, utilizing some of the older industrial buildings. The large blocked openings on the John A. White building at 43 South Main Street are reminders of the large display windows that once served the auto dealership here. Similarly, the ramp to the upper level was added to move cars to the upper level for service or storage. Most of the other auto-related buildings of the period have been demolished, most recently the Purington Auto Dealership at 45A South Main and the former Ross Chevrolet building at 47-49 South Main which were removed for the Smile Building. The single-story commercial structure which stands south of the Holt Brothers Building was constructed by **Sanel Auto Parts (photo 18)** in the 1940s.

Today, this section of South Main Street is largely dominated by service stations and commercial establishments.

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22. Statement of Significance

Two properties within the South Main Manufacturing District have been previously determined individually eligible for the National Register as part of a small district: The Concord Gas Light Company Gas Holder House on Gas Street (CON0288) and the Holt Brothers Factory at 219 South Main Street (CON0294). Additional properties which appear to be eligible for the National and/or State Register include the former Ford & Kimball Foundry at 39 ½ South Main (CON0289); the Ford & Kimball/John White Building at 43 South Main (CON0290) and the A. Frank Holt House at 56 South Main (CON0292).

Despite the existence of several individually-eligible properties, overall the survey area does not constitute a National Register-eligible district due to a loss of integrity and considerable alterations and new infill construction in the 20th century.

23. Periods(s) of Significance

NA

24. Statement of Integrity

Despite their associations with many locally significant industries and personages, there are several 19th century industrial properties which remain in the South Main Street area but have suffered significant losses of integrity. The buildings at 45 South Main Street (Ford & Kimball) and 82 South Main Street (Abbot-Downing) in particular are no longer able to reflect their industrial character due to 20th century additions. The former Abbot-Downing Company blacksmith shop at 7 Perley Street has lost the critical character-defining features including chimneys, ventilators, and loading bays which were integral to its use and purpose.

25. Boundary Justification

The survey boundaries were driven by recent threats to the South Main Street area posed by new development projects and available funding. The Concord Heritage Commission chose to focus on properties which related to a late 19th century industrial context. There are additional historic properties along South Main Street which do not relate to this context which should also be inventoried as time and funds permit.

26. Boundary Description

This form focuses on the section of South Main Street which extends from Hills Avenue (the southern boundary of the existing Downtown National Register Historic District) southward to just north of Pillsbury Street. The survey includes only those properties immediately bordering South Main Street which are known to relate thematically to a late 19th century industrial context. It does not attempt to provide coverage of all the historic properties along the corridor or the immediate area.

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AREA NAME: S. MAIN MANUFACTURING DIST.

27. Bibliography and/or References

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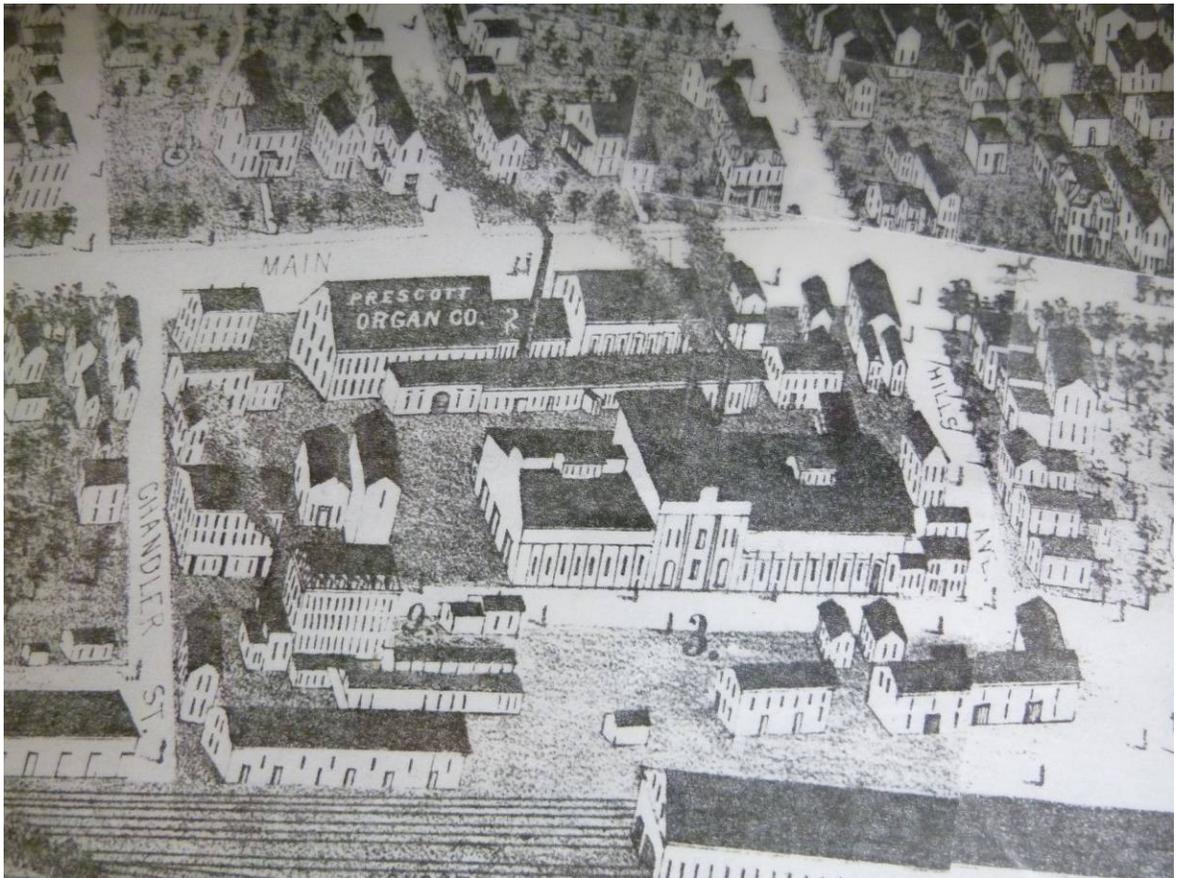
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Detail, 1875 Birds' Eye Map of Concord

Looking west, Chandler Street at left; Hills Ave. at right

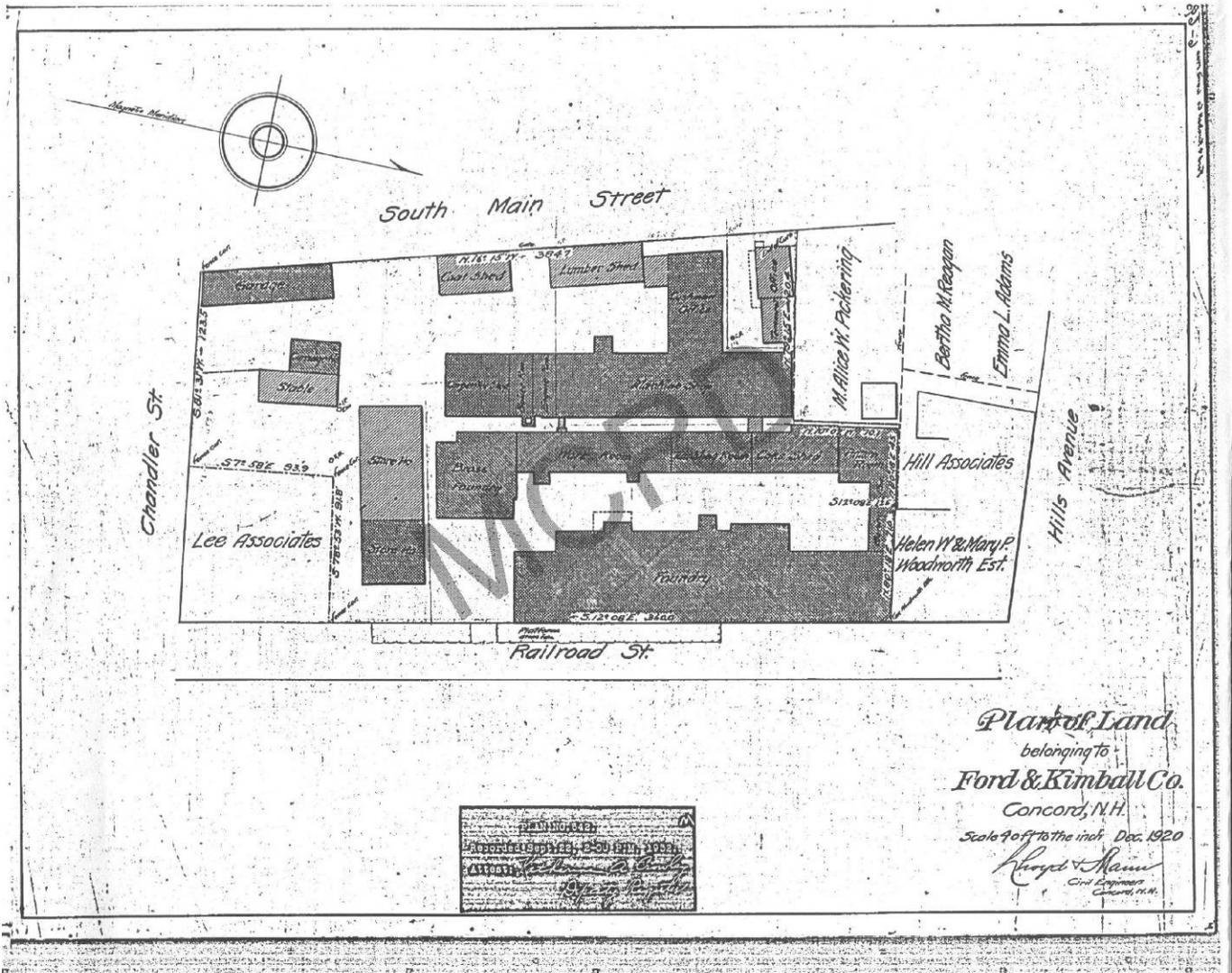
#2 = Prescott Organ Company

#3 = Ford & Kimball

Source: Concord Public Library

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AREA NAME: S. MAIN MANUFACTURING DIST.



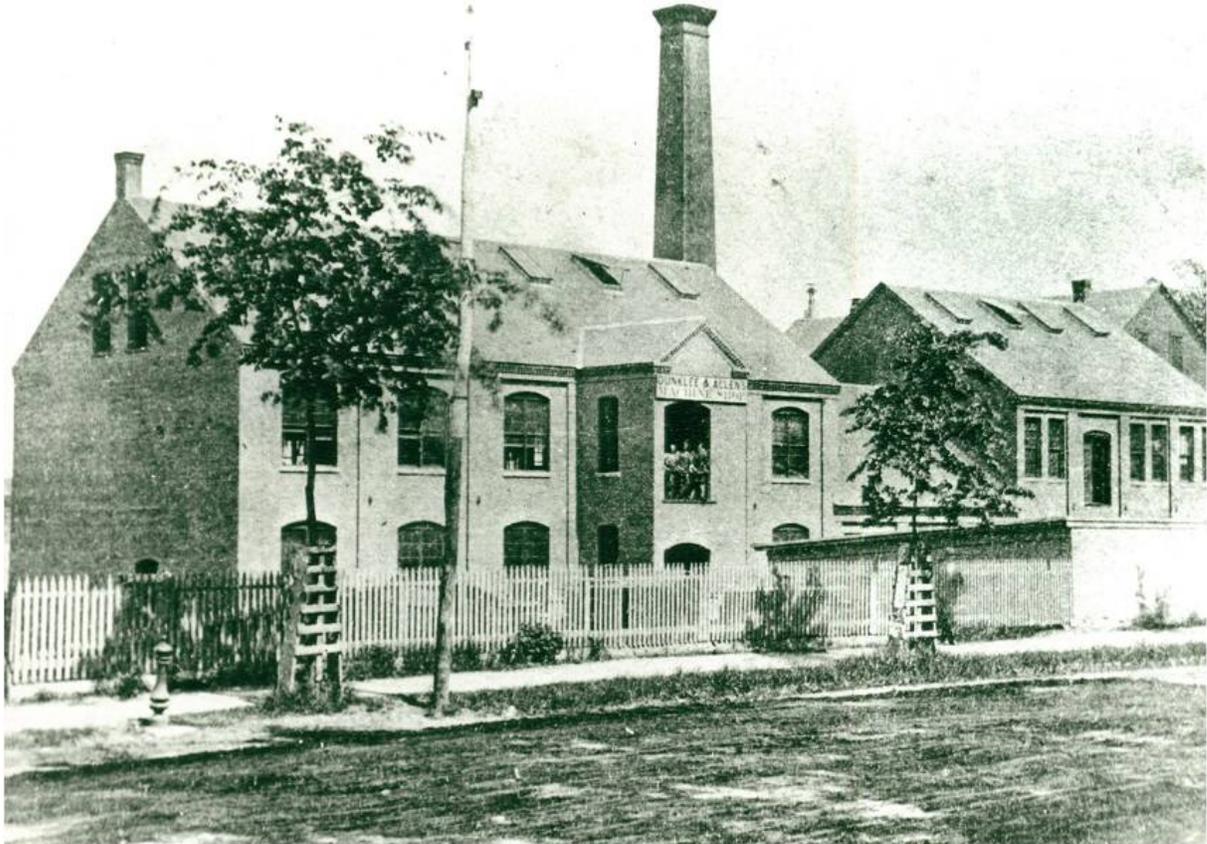
Ford & Kimball Property, 1920

Chandler Street at left; Hills Ave. at right

Source: Merrimack County Registry of Deeds

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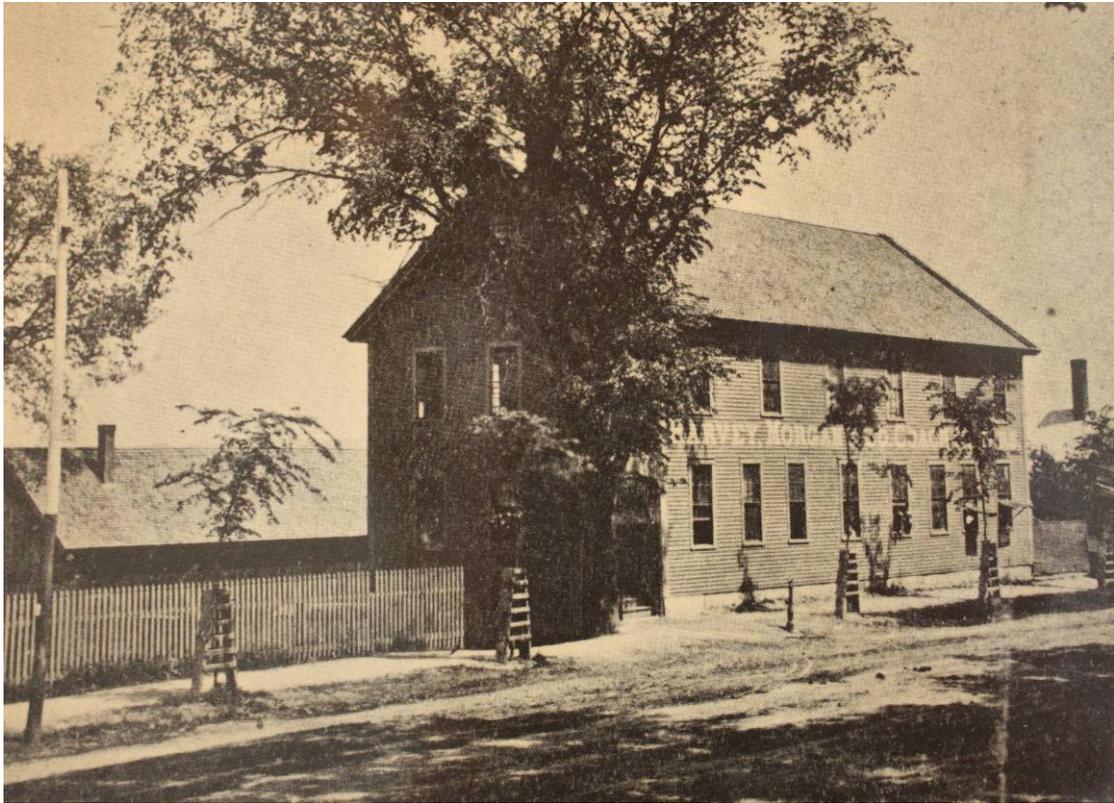
Undated (1869?) view of Dunklee & Allen Factory, now 43 S. Main Street

Looking southeast before construction of north addition and office. What is now 45 S. Main is to the right (single-story section with chimney and two-story shop). Chimney and front gabled projection have both been removed.

Source: Collection of the New Hampshire Historical Society

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.

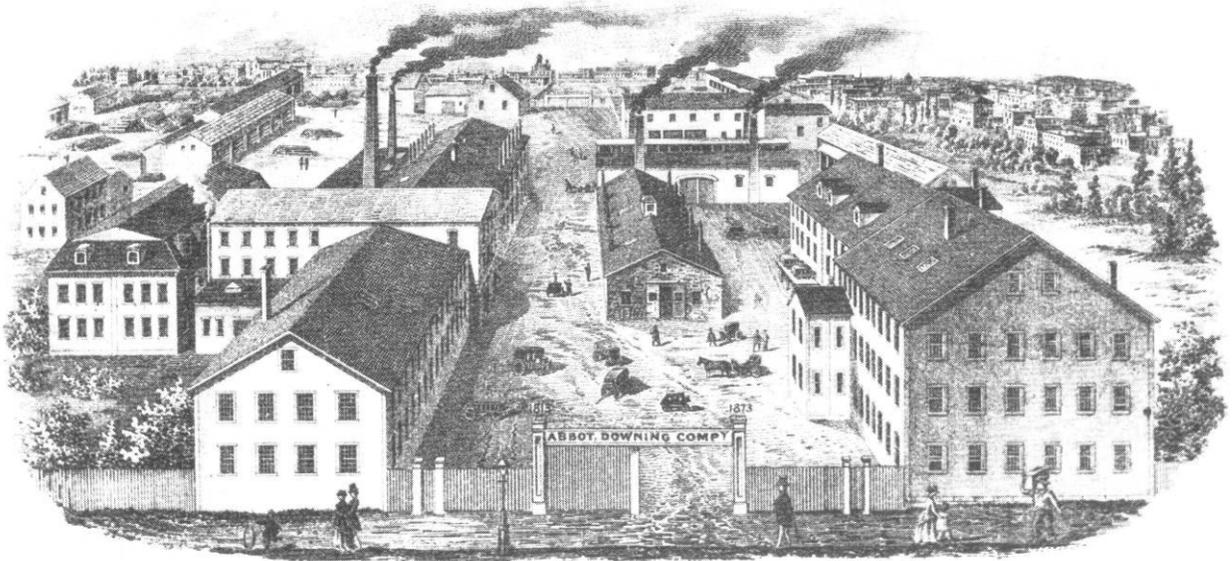


Harvey, Morgan & Co. Carriage Shop
S. Main Street and Chandler Street
Built about 1866; Razed in 1939

Source: Collection of the New Hampshire Historical Society

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.



Rendering of Abbot-Downing Company, about 1873.

Looking west at west side of S. Main Street, Perley Street at right

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.



Holt Brothers Manufactory, 219 South Main Street

Source: Collection of the New Hampshire Historical Society

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.



Clapp & Co. Foundry
Chandler Street
Demolished c.1950

Source: Collection of the Concord Public Library

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.



Clapp/Concord Foundry, Chandler Street

1947 Directory

AREA FORM

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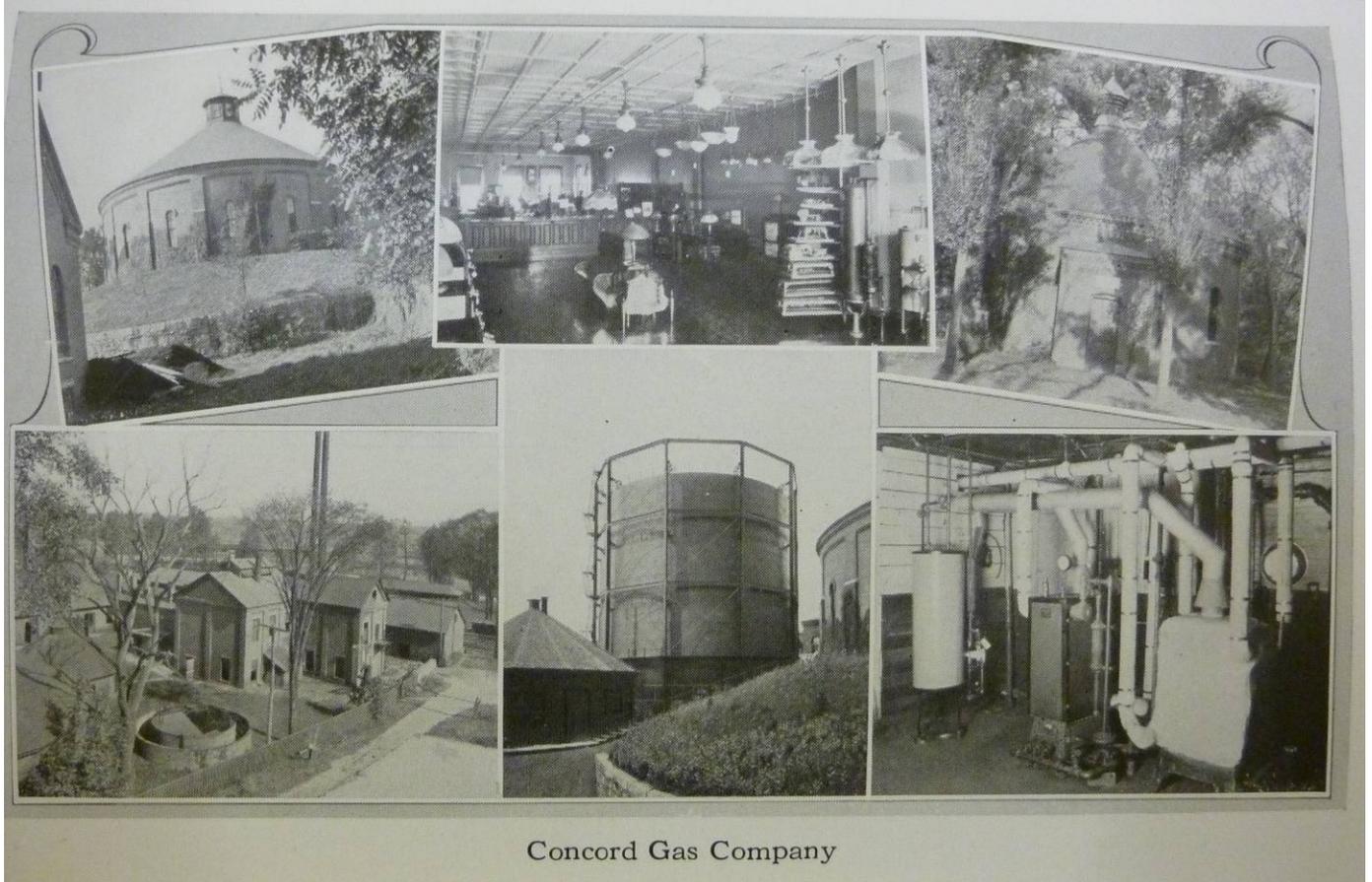


Prescott Organ Works Factory, S. Main Street, built 1881 (destroyed by fire 1896)

Source: Collection of the New Hampshire Historical Society

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.



Concord Gas Company

Gasholder House (upper left hand corner) is still extant.
Accessory buildings (lower left hand corner) demolished.
1921 Gasholder (lower center) razed 1989.

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Benjamin Kimball House, 44 South Main Street

Early 20th century view, prior to acquisition and expansion by Masons c.1920.

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FORD & KIMBALL,
BRASS & IRON FOUNDERS,

—AND—

CAR WHEEL MANUFACTURERS.

*All kinds of Mill and Machinery Castings made and fitted to order. Also,
Manufacture all kinds of*

IRON FENCE, BALCONY RAILING, CEMETERY INCLOSURES, &c.
Office No. 29 South Main St., CONCORD, N. H.

JOHN A. WHITE,

—Manufacturer of—

Wood Working Machinery,

—AND—

EASTERN STAR MOWING MACHINES.

*Band Saws, Gear Shapers, Blaisdell Shapers, Gordon Wood and Iron-
Top Single Saw-Benches, Concord Double Saw-Bench (new), Wood-
Turning Lathes, Dunclee Adjustable Saw-Benches, Patent Hand
Dovetailing Machine, Rosette Machines, Gordon Patent Pla-
ners, 12, 16, 24, 30 inch, Shingle Planer, Mansfield Side
Jointers, Buzz Planers, Sand Paper Machines (three
styles), Swing Saws, Steam Boilers and Radia-
tors, Patent Iron Clamps, Boiler Damper
Regulator, Water Regulator for Boilers.*

31 South Main Street,
CONCORD, N. H.

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CUSHMAN ELECTRIC COMPANY
Manufacturers of

The
Cushman
Offset
Motor



Corner of Press Room.



A. L. Cushman,
manufacturer of motors since 1893.

for
Type-
setting
Machines



Cushman Offset
Typesetting Machine
Motor.



Corner of Drill Press
Room.



Corner of Machine
Shop.

CONCORD, **N. H.**

CONCORD FOUNDRY CO.
BRASS AND IRON FOUNDERS.
Manufacturers of the Celebrated

Concord Grates
AND TRAPS



For Sewers, Inlets, Sand Catch Basins, Manhole Coverings,
SLOP HOPPERS, SINK TRAPS, &c.



Columns, Iron Posts, Plates, Steps,
Balconies, Chimney Caps, Coal
Covers, Crestings, Fineals, Ash
Shoots, Ash and Boiler Doors,
Hitching Posts, Hold
Weights, Lamp Posts,
Fences, Flange Pipe,
Washers, Stable Fit-
tings of all kinds.

— THE —
Concord Drinking Fountain,
*Embracing all the latest improvements
for man and beast.*

Iron Chairs, Iron Settees, Dumb Bells.
RAILROAD CASTINGS OF ALL KINDS.
POLISHING RINGS
FOR GRANITE.
CAST-IRON PIG TROUGHS.

Patterns made to order when desired. Es-
timates given for all kinds of Foun-
dry Work. Correspondence solicited.

CONCORD FOUNDRY CO.,
No. 8 Chandler Street, . . CONCORD, N. H.



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AREA NAME: S. MAIN MANUFACTURING DIST.



H. W. CLAPP'S
Animal Watering Trough
AND
DRINKING FOUNTAIN COMBINED.

After inventing several different designs, I have succeeded in inventing one, for which I have received letters patent, granted me, Oct. 28, 1890.

I can furnish the public with one now, in every way satisfactory. They are constructed of the best material, having brass cased pipes, and composition self-closing faucets.

These Fountains are finished with lamp posts for gas or oil. They are much more ornamental than any of my previous inventions. I would recommend all interested, to see "the 1 test."

All persons desiring further information, the same will be promptly given by addressing,

H. W. CLAPP & CO.,
CONCORD, N. H.
29 South Main and 38 South State Street.

E. B. HUTCHINSON,
Contractor and Builder.

Dealer in
Western, Canada
AND
NORTHERN
LUMBER,



Shingles, Laths, Clapboards, Etc.

MANUFACTURER OF
Mouldings, Brackets,
Window Frames,
AND EVERY DESCRIPTION OF HOUSE FINISH.



KILN DRYING,
Sawing and Planing
DONE TO ORDER.

Orders will receive prompt attention.

Office in the Mill,
AT SOUTH END OF MAIN ST.,
CONCORD, N. H.

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Photo 1 description: Hill House, 50 S. Main & Prescott House, 48 S. Main St.
Digital File Name: SM-1 Direction: west Date taken: March 2012



Photo 2 description: 67 S. Main Street
Digital File Name: SM-2 Direction: east Date taken: March 2012

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.



Photo 3 description: Benjamin Kimball House, 44 S. Main
Digital File Name: SM-3 Direction: NW Date taken: March 2012



Photo 4 description: A. Frank Holt House, 56 S. Main
Digital File Name: SM-4 Direction: west Date taken: March 2012

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Photo 5 description: 239-253 S. Main Street duplexes
Digital File Name: SM-5 Direction: SE Date taken: Feb. 2012



Photo 6 description: Lee Tenements, 63 1/2 S. Main Street
Digital File Name: SM-5 Direction: east Date taken: Feb. 2012

AREA FORM

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Photo 7 description: 82 S. Main Street (formerly part of Abbot-Downing)
Digital File Name: SM-7 Direction: west Date taken: March 2012



Photo 8 description: 7 Perley Street (formerly part of Abbot-Downing)
Digital File Name: SM-8 Direction: NE Date taken: Feb. 2012

AREA FORM

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Photo 9 description: 41 S. Main Street (Ford & Kimball Office)
Digital File Name: SM-9 Direction: east Date taken: Feb. 2012



Photo 10 description: 43 S. Main St. (Ford & Kimball/John White Bldg.)
Digital File Name: SM-10 Direction: east Date taken: Feb. 2012

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.



Photo 11 description: 45 S. Main Street (Ford & Kimball Bldg.)

Digital File Name: SM-11 Direction: SE Date taken: March 2012



Photo12 description: Ford & Kimball Foundry, 39 1/2 S. Main Street

Digital File Name: SM-12 Direction: SE Date taken: March 2012

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AREA NAME: S. MAIN MANUFACTURING DIST.



Photo 13 description: Ford & Kimball Foundry Pattern Room
Digital File Name: SM-13 Direction: NW Date taken: March 2012



Photo 14 description: Ford & Kimball Foundry Machine Shop
Digital File Name: SM-14 Direction: NW Date taken: March 2012

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Photo 15 description: Holt Brothers, 219 S. Main Street

Digital File Name: SM-15 Direction: SE Date taken: Feb. 2012



Photo 16 description: Concord Gasholder House, Gas Street

Digital File Name: SM-16 Direction: north Date taken: Feb. 2012

AREA FORM

AREA NAME: S. MAIN MANUFACTURING DIST.



Photo 17 description: Lee Building, 53-57 S. Main Street
Digital File Name: SM-17 Direction: east Date taken: March 2012



Photo 18 description: Sanel Auto Parts, 219 S. Main Street
Digital File Name: SM-18 Direction: NE Date taken: Feb. 2012

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