

United States Department of the Interior
National Park Service



99

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name TERMINAL STORAGE WAREHOUSE DISTRICT

other names/site number TERMINAL STORAGE BUILDING, TERMINAL WHARF BUILDINGS

2. Location

street & number 267-281 MEDFORD STREET, 40 & 50 TERMINAL STREET

NA	not for publication
NA	vicinity

city or town BOSTON [CHARLESTOWN]

state MASSACHUSETTS code MA county SUFFOLK code 025 zip code 02129

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

national statewide local

Signature of certifying official/Title Brona Simon SHPO Date January 19, 2012

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:
 entered in the National Register determined eligible for the National Register
 determined not eligible for the National Register removed from the National Register
 other (explain:)

Signature of the Keeper Joe Edson H. Beall Date of Action 3-12-12

TERMINAL STORAGE WAREHOUSE DISTRICT

SUFFOLK COUNTY, MA

Name of Property

County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only one box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
3	0	buildings
0	0	sites
1	0	structures
0	0	objects
4	0	Total

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

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

INDUSTRY/industrial storage, manufacturing facility

VACANT/NOT IN USE

COMMERCE/TRADE/restaurant, warehouse, specialty store

INDUSTRY/manufacturing facility

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

CLASSICAL REVIVAL

foundation: CONCRETE

walls: BRICK

roof: SYNTHETICS/Rubber; OTHER

other: CONCRETE trim

TERMINAL STORAGE WAREHOUSE DISTRICT

SUFFOLK COUNTY, MA

Name of Property

County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Terminal Storage Warehouse District, consisting of three historic red brick industrial buildings (267–281 Medford Street–Terminal Storage, and 40 & 50 Terminal Street–Terminal Wharf, all contributing), is located on the south side of the Mystic River in the Charlestown section of Boston, and west of Boston Autoport and Mystic Wharf, which was formerly the location of the immense Boston & Lowell (later Boston & Maine) rail yards. Between the buildings at Medford Street is a portion of the former rail line's track alignment, now a truck route. The district is bounded to the north by the Mystic River just beyond the seawall; to the east by Terminal Street, Boston Autoport, and a parking lot; to the south by Medford Street, and to the west by a private drive and another wharf.

The red-brick buildings are utilitarian examples of the Classical Revival Style, and are characterized by regular bays defined by narrow pilasters that rise up to a segmental blind arch above the top-story windows. At the top story, the pilasters step out with successive projecting courses. The flush brick parapet has a concrete coping. Window openings are framed by segmental-brick arches and cast-stone sills. The two Terminal Wharf buildings (Photo 2), which date to 1910 & 1911, sit parallel to each other near the Mystic River shoreline and are eight stories tall, while the Terminal Storage Building (1912–1913) sits one block south of the other two and is six stories high (Photo 9). Two types of construction are represented in the district. The two Terminal Wharf Buildings are made of reinforced concrete construction with exterior brick masonry walls. The buildings have mushroom columns and flat-slab, wide-open floors. This type of construction is particularly useful for manufacturing and is fireproof, providing an important advantage for warehousing. The Terminal Storage Building has mill-type construction, with a heavy-timber interior frame, plank floors, and brick exterior walls, a throwback to earlier, non-fireproof construction methods.

The Terminal Storage Warehouse District extends out over former flats that were once covered with wharves, so the north end of the district is level. A private way (formerly the north end of Terminal Street, Photo 7) runs between the two Terminal Wharf Buildings. The south end of the district, occupied by the Terminal Storage Building, slopes down slightly from south to north along Terminal Street.

The Terminal Wharf & Railroad Warehouse Co. buildings are eight-story, red-brick buildings, rectangular in plan, set on concrete foundations and rising to flat roofs. The building at 40 Terminal Street has connected two-story, flat-roofed additions at the north and south ends of the building. The north addition is rectangular in plan and is sided with corrugated asbestos. The south addition, trapezoidal in plan, is brick and concrete block clad with siding.

The Terminal Storage Building is a six-story, red-brick building set on a concrete base (Photo 10) and terminated by a parapet surrounding a flat roof. Roughly trapezoidal in plan, the building was built to maximize the coverage of its lot and sits at the sidewalk on Terminal Street and Medford Street.

Narrative Description

Setting

Typically, land in the district is paved, and a portion of the parking area east of 50 Terminal Street is enclosed by a fence. Wood pilings and some fill are visible north of 50 Terminal Street, where there had once been a long wharf, which was part of the Terminal Wharf property. The wharf is now gone; only remnants of wooden wharf piles remain (Photo 1). An east-west paved roadway, which represents the former Boston & Maine Railroad right-of-way, runs between the Terminal Storage Building and the two Terminal Wharf Buildings.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 7 Page 1

DESCRIPTION (continued)

The south side of Medford Street is characterized by a densely developed 19th-century neighborhood of wood-frame and brick townhouses, with several school buildings (some now converted to condominiums) interspersed. Southeast of the district is a large public housing project administered by the Boston Housing Authority. A high school and playgrounds are located immediately east of the district; cars and other vehicles delivered by ships are parked on Boston Autoport and on wharves to the west of the district. The wharf immediately west of the district is occupied by Lafarge Cement Co., which has a row of five-foot-tall cement silos (Photo 2).

Terminal Wharf & Railroad Warehouse Buildings

The two Terminal Wharf Buildings are similar in design. They are each 8 stories in height, rectangular in plan with flat roofs. 40 Terminal Street is 24 bays long, and 50 Terminal Street is 30 x 5 bays. 40 Terminal Street is narrower and shorter in length than 50 Terminal Street. The north and south elevations of No. 40 are flush, and the only articulation at these elevations are the stepped-brick courses at the tops of the walls. The unarticulated brick end walls often indicate that the owners were leaving an option to extend the building in the future. The bays of the east and west elevations are defined by narrow pilasters that rise up to a segmental arch above the top story windows. Several stepped rows of brick, set at the springline of the arches, create a deep recess and shadow line at the arches. The typical bays have a column of short windows with high sills (characteristic of warehouses) at stories two through eight, interrupted by a bay of full-height loading doors every fourth bay at No. 40 (Photos 3, 4, 5, 6). The pattern ends with two window bays at the north end of the building, and one window bay at the south. The first story has non-historic loading doors in the loading bays; most of the first-story window bays have no openings or later door openings have been added. Window openings are framed by segmental-brick arches and concrete sills. The loading openings are framed by thick concrete slabs, and a steel hoist beam projects from the wall at the top of each loading bay. The loading doors have been replaced with aluminum panels, aluminum-framed windows, or a combination of both.

A tall, one-story, rectangular building with a low gable roof is attached to the north elevation. It is sided with corrugated asbestos panels and has two overhead doors in the west elevation. A two-story trapezoidal building is attached at the south elevation (Photo 8). It appears to be the same building that shows up on the 1912 atlas (Figure 2). The concrete-block walls sit on a concrete base, and the upper stories of the walls are clad in large overlapping panels. The second story has regularly spaced short windows at the east and west elevations; four windows are located on the south elevation, and overhead loading doors are located on the south and east elevations. At the south end between the eight-story and two-story sections, 40 Terminal Street also has a narrow two-story brick building, which may have served as offices (Photo 7).

The design of 50 Terminal Street is similar to 40 Terminal St. The south elevation of No. 50 has blind bays articulated by pilasters, and the north elevation is flush, with stepped courses of brick at the base of the parapet. A ghost of a painted sign high on the north elevation reads "STORAGE." The long east and west elevations have repeating window bays, framed by pilasters and interrupted every fifth bay by a bay of loading doors. The pattern ends with two window bays at the north and south ends of the building. Typical bays of the east and west elevations are defined by narrow pilasters that rise up to a segmental arch above the top-story windows. Several stepped rows of brick set at the springline of the arches create a deep recess and shadow line at the arches. The typical bays have a column of short windows at stories two through eight. Both No. 40 and No. 50 have mostly small 2-light windows with high sills, typical of warehouse structures. The sash appear to be replacements.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 7 Page 2

Window openings are framed by segmental-brick arches and concrete sills. The loading openings are framed by thick concrete slabs, and a steel hoist beam projects from the wall at the top of each loading bay. The loading doors have been replaced with aluminum panels, aluminum-framed windows, or a combination of both.

Four flat-roofed elevator penthouses rise above the roof of 50 Terminal Street.

Interiors

The Terminal Wharf & Railroad Company buildings are made of reinforced-concrete construction with exterior brick masonry walls. The buildings have mushroom columns set 12 and 15 feet apart, and flat-slab, wide-open floors. The buildings are currently subdivided and finished for occupancy by multiple warehouse, retail, commercial and office tenants. The floor heights are 12' 3" on the first floors, 10' 3" on floors two through seven, and 12' 3" to 14' 3" on the top floors.

The reinforced concrete structural system used in the Terminal Wharf buildings has large, round columns with flared "mushroom" tops (Photos 13, 14). The round tops support a reinforced-concrete floor slab of uniform thickness with no dropped beams. The columns here do not have a curved flare, but rise to a narrow collar from which the tops then angle toward the ceiling. The mushroom tops here also do not support a dropped, reinforced concrete pad, usually square, that is seen in later reinforced-concrete buildings.

Terminal Storage Building

The Terminal Storage Building is a six-story, red-brick building, approximately trapezoidal in plan. It sits parallel to Terminal Street; the south end sits at the sidewalk on Medford Street, and the north elevation is set at an angle, following the former alignment of the railroad tracks. The bays of the east and west elevations are defined by narrow pilasters that rise up to a segmental arch above the top-story windows. Several stepped rows of brick set at the springlines of the arches create deep recesses and shadow lines at the arches. Typical bays at the east and west elevations were constructed with large window openings framed by brick segmental arches and a concrete sill (Photos 10-13). However, in most bays, the large window openings were filled in with brick. The infill brick in these openings is not keyed into the walls, suggesting the infill was an afterthought, or more likely, the infill was installed so that it could be easily replaced with large windows, which would have been more desirable for manufacturing rather than warehouse tenants. Certain bays do not have the large openings, but were built originally with a small window opening with a high sill at each story, similar to the warehouse-size openings at the Terminal Wharf buildings. Loading bays are located asymmetrically along the two long elevations: east elevation loading bays 3, 7, 10, 14, 19, 25; and west elevation loading bays 1, 6, 10, 13, and 17. A steel hoist beam projects from the wall at the top of each loading bay.

The south elevation departs from the regular rhythm of the other facades (Photos 11,12). The ten-bay south elevation has three oversized openings at the second story, which have four windows (1/1 with a transom) in each opening. One door with concrete steps and one door opening at grade in bays two and four appear to have been added later, cutting through the second-story sills. Four, flat-arched, non-original window openings at the third story are spanned by steel lintels covered with brick. There are no windows at the fourth story. Flat arched windows at the fifth story have concrete sills, and are spaced evenly at bays three through eight. A concrete lintel course runs across this facade above the fifth story. The pilasters appear at the sixth story only.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 7 Page 3

Window frames remain from typical original cross windows that were installed in the large window openings. The frames indicate that the original windows had wood, 6/6 double-hung sashes with upper three-light transoms. The small windows had single six-light sash, some of which remain. The loading bays are typically closed by a variety of doors and infill, with a reinforced concrete lintel between each floor. The original loading doors are paired; each door has three recessed panels with diagonal board and glass panels.

The four elevator penthouses, which rise above the roof, are approximately square in plan, with pyramidal metal roofs. Eight short chimneys or vents rise along the east parapet wall. They appear to have been repointed or added at a later date.

Interior

The interior frame of the Terminal Storage Building is typical mill construction: heavy timber frame with wood columns, beams, and floors. Concrete columns at the lower floors appear to be a later change and the upper floors have crude square columns (Photo 16). A simple utilitarian flange serves as the capital connecting the columns and beams. A cast square collar is found at the top of the square columns on some intermediate floors. Each floor is divided by east-west fire partition walls into six unequal sections. There is a stair at the southeast and at northeast corners (Photo 15). The building was served by four freight elevators, two near the east wall and two near the west wall. Otherwise, the floors are typically open, with four rows of columns running north-south. The openings in the fire walls have rolling metal-clad fire doors. The fire doors at the elevators are also metal clad. The floors, walls, columns, ceilings, and beams are exposed. Two of the six sections segmented by fire walls have painted walls, columns, ceilings, and beams; the others do not. Floor heights are twelve feet on the lower floors and thirteen-and-a-half feet at the top floor.

The use of two types of construction was determined by the Boston building code, which required buildings over six stories to have fireproof construction, while buildings under seven stories could be built of timber floors and framing. An 1892 law also required brick partition walls in open floors that exceeded 10,000 square feet.¹ The three buildings in the district are similar in design, while reflecting differences that had been determined by code requirements and a changing market. Together they make a highly coherent group of intact early 20th-century industrial buildings.

(end)

¹ Wermeil, Sara, and Susan Ceccacci, research; Edward Gordon, compiler; with Betsy Friedberg, National Register Director, MHC; National Register of Historic Places Registration Form, "Fort Point Channel Historic District," pp. 7-5, 7-6.

TERMINAL STORAGE WAREHOUSE DISTRICT

SUFFOLK COUNTY, MA

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

INDUSTRY

Period of Significance

1910-1962

Significant Dates

1910-1911 Terminal Wharf buildings

1912-1913 Terminal Storage building

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Warren and Gerrish (engineers)

Period of Significance (justification) The period of significance represents the year construction started on the earliest buildings through 1962, the typical 50-year cut-off. The significant dates represent the years when the buildings were completed.

TERMINAL STORAGE WAREHOUSE DISTRICT

SUFFOLK COUNTY, MA

Name of Property

County and State

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Terminal Storage Warehouse District includes three main buildings: The Terminal Storage Company Building (267 –281 Medford Street–Terminal Storage Building) and the two Terminal Wharf & Railroad Warehouse Co. Buildings (40 & 50 Terminal Street–Terminal Wharf Buildings) in Boston (Charlestown), MA. The three buildings are rare survivors of the period when the railroad and ships served as primary modes of transportation of goods in and out of Boston. East of the Terminal Storage Warehouse District, the wharves and industrial structures were replaced in the late 20th century with a high school, large playing fields, a large public housing development, and a park. Also to the east, Boston Autoport and other wharves are largely open lots, many used for parking cars and other vehicles. There are large buildings on these wharves today, but they are not part of Charlestown's early 20th-century waterfront development. The Terminal Storage and Terminal Wharf Buildings are rare surviving examples of the early 20th-century industry that located on this part of Charlestown's waterfront to take advantage of the easy access to transport.

The Terminal Wharf & Railroad Warehouse Co. Buildings (1910–1911) and the Terminal Storage Company Building (1912–1913), similar in appearance, were constructed by two different owners which had the same company directors. The Terminal Wharf & Railroad Warehouse Company owned the land currently occupied by all three buildings, and constructed the Terminal Wharf buildings at 40 and 50 Terminal Street in 1910 and 1911. In October 1912, the Terminal Storage Co. acquired the parcel currently occupied by 267–281 Medford Street, and constructed the Terminal Storage Building, which was completed in August 1913. The three buildings are strongly associated with the industrial development of the Charlestown waterfront in the early 20th century, and are rare surviving examples of that development. The three buildings are representative examples of Classical Revival industrial buildings. The Terminal Wharf Buildings are characteristic of typical warehouse structures from the second decade of the 20th century. The Terminal Storage Building also exhibits typical characteristics of a warehouse of the period that is under seven stories, and exhibits masonry openings that can be easily enlarged to serve for manufacturing space as well. The Terminal Storage Warehouse District remains intact as a group of early 20th-century warehouse and industrial buildings, which meet criteria A and C at the local level for listing in the National Register of Historic Places.

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

Early Waterfront Development

The waterfront area north of Medford Street in Charlestown was formerly open flats that uncovered at low tide, and were later filled and extended into the Mystic River by wharves. Historian Nancy Seasholes' seminal work *Gaining Ground: A History of Landmaking in Boston* includes a timeline (Figure 1-2) of landmaking in different sections of Boston, including Charlestown.¹ According to Seasholes' timeline, although wharfing on the Mystic River waterfront began before 1750, it didn't resume in earnest until the second half of the 19th century.

Soon after 1629, when the town was laid out, shipping assumed a central role in Charlestown's development as a seaport town, and wharves were first built from the shore at the foot of Town Hill.² In the 1980s, archaeologists revealed evidence of early wharves—timbers buried nine feet below ground behind the former YMCA building on City Square. Further archaeological remains of early wharves have been excavated on the southeastern waterfront. By 1673, a town-owned public dock known as Town Dock was built in an inlet on the southeast waterfront. Slips were constructed, and

¹ Nancy S. Seasholes. *Gaining Ground: A History of Landmaking in Boston* (Cambridge: MIT Press, 2003), 5

² Charlestown's original topography consisted of a number of hills. Town or Windmill Hill was located in the neighborhood of what is now City Square. Seasholes, 387.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 1

and privately-owned wharves were built between them. During both the 18th and 19th centuries, Charlestown's importance as a port grew and the town became a major warehouse locale for imported merchandise.

On November 10, 1835, a group of property owners whose land extended north from Bunker Hill Street to the Mystic River gave a portion of their land to the city, on the condition that the City of Boston would build a 50-foot-wide street "... near the Mystic River at such a distance from the River as to leave a range of building lots between the said proposed street and the River." It is assumed that Medford Street, an east-west spine that runs parallel to the Mystic River, was created from this agreement.

By 1848, some land and wharves had been created predominantly at the site of the Charlestown Navy Yard. But major landmaking efforts commenced about 1850, when owners of land fronting the Mystic River along with the city of Charlestown, petitioned the state legislature for the right to fill about 100 acres of flats in the river—an area that was immediately east of the Terminal Storage Warehouse District. The plan aimed to build access to the flats near Elm Street and fill the flats north and east of that point, which would be advantageous for all those owning property on the Mystic River.² In 1852, once the state legislature had given permission to fill Charlestown's flats, the owners incorporated as the Mystic River Corporation to develop the flats.

In the act of incorporation, the Mystic River Corporation declared their intent to "build a seawall around and to fill the flats bounded by the line of Elm Street, the north channel of the river, a curved line on the east side of the Chelsea Bridge down to the south channel along the Charlestown shore—now called the Little Mystic Channel—and then back along the north side of this channel to Elm Street"³ (the area known today as Boston Autoport and Mystic Wharf). In 1859, the corporation began by erecting a twenty-foot seawall along the north side of the Little Mystic Channel, and filled in several acres of flats behind it. In the decades following, wharfing by the Mystic River Corporation slowed.⁴

Development picked up in the early 1870s, when the Boston & Lowell Railroad laid tracks from Somerville to Charlestown, running along the Mystic River waterfront to the narrow strip of land designated for the proposed wharf, which later became known as Mystic Wharf, as shown on the 1879 Map of Charlestown.⁵

In 1883, the Boston & Lowell Railroad leased considerable property from the Mystic River Corporation. The railroad continued to build the seawall along the north side of the Little Mystic Channel and fill the flats behind it. In 1886 the Boston & Lowell purchased all the Mystic River Corporation's property. One year later, Boston & Lowell became the Boston & Maine Railroad, and they undertook further development of the Mystic Wharf area. Progress under the Boston & Maine railroad accelerated, and in 1888 they finished the seawall on the north side of their property along the main channel of the Mystic, built a dock in the wall west of the Chelsea Bridge, and began to fill the enclosed area. By 1892, Boston & Maine Railroad had created 86.43 acres of lobster-claw-shaped land. The company laid a web of tracks on the made land as well as a grain elevator, freight warehouses, and coal elevators. As Nancy Seasholes has observed, the Mystic Wharf area became one of Boston Harbor's most important shipping terminals.⁶

(continued)

² Seasholes, 401.

³ Seasholes, fig. 14.5, 391.

⁴ Seasholes, 401.

⁵ Seasholes, fig. 14.9, 400.

⁶ Mystic Wharf now refers to the section east of the Tobin Bridge. Seasholes, 401.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 2

Development from 1885–1912

Since the late 19th century, the Terminal Storage Warehouse District has been associated with the storage and transfer of goods between railroad and ship, serving as a distribution point for imported and exported goods. The location also attracted other industries due to the excellent access to shipping facilities. A series of atlases and Sanborn insurance maps from 1885 to 1950 indicates that early development of the wharves on the south side of the Mystic River, in the vicinity of Terminal Street, primarily consisted of wood-frame buildings, open storage lots and wharves. At the turn of the 20th century, there were very few brick structures on the wharves along this part of the Mystic River. The Terminal Wharf (1910 & 1911) and Terminal Storage (1913) buildings were the earliest of the large-scale brick industrial buildings. Following that, the Revere Sugar Refinery located three wharves to the west (1919; now demolished) was the only other large-scale masonry building on these wharves in 1922. By 1927, Holt & Bugbee had built two fireproof concrete lumber sheds just east of the Terminal Storage Building¹; the Holt & Bugbee buildings no longer exist. Unlike the Terminal Wharf Buildings at 40 and 50 Terminal Street, the former Revere Sugar building, and the former Holt & Bugbee buildings, the Terminal Storage Building was the only large brick structure that did not have direct access to a wharf.

Located on filled land, the Terminal Storage Warehouse District appears on the 1885 and 1892 atlases as Williams Wharf, owned by Gilbert Williams. A large wood-frame building is identified as a coal shed, and the open land is called the coal yard. The 40 and 50 Terminal Street lots were still part of the river flats at that point. The 1901 atlas indicates the Terminal Storage property was owned by equal partners Arthur F. Williams and James W. O'Brien, Trustees. Most of the coal shed is gone, but a large wood-frame lumber shed stands toward the north end of the lot, near the Boston & Lowell freight railroad line. There were also some small, wood-frame structures along Medford Street in 1901. The 40 and 50 Terminal Street lots still had not been created; there was only river bank on the north side of the railroad tracks. During the first decade of the 20th century, Lawrence & Wiggin, manufacturers and dealers in hardwood lumber, occupied the Terminal Storage property. On the 1912 atlas a few small sheds and wood-frame structures appear at the Terminal Storage lot; the large lumber shed is gone and the lot was otherwise undeveloped. Lawrence & Wiggin had an office in one of the small frame structures on this site, sitting directly on Medford Street. Their advertisements in the 1904 and 1910 directories listed their office at 70 Kilby Street, and the yard and docks at Medford Street in Charlestown. Although it did not have waterfront access in 1912, the Terminal Storage site still retained the name Williams Wharf after the previous owner, Gilbert Williams, who was listed here in the 1890 and 1900 directories, and presumably Arthur Williams who was part owner in 1901. Meanwhile, 1912 is the first year that the Terminal Wharf Buildings appear on a map, and the wharf north of 50 Terminal Street also appears on this atlas. By that time, the seawall or Bulkhead Line had been constructed north of the wharf buildings.

Building Construction

The Terminal Wharf & Railroad Warehouse Buildings were constructed in 1910 and 1911 on the former Wiggins Wharf, and the Terminal Storage Building was constructed 1912-1913 on land previously occupied by the Lawrence and Wiggin Lumber Yard. From the beginning, the Terminal Wharf and Terminal Storage properties were separated by the tracks (no longer extant) of the Mystic Branch of the Boston & Lowell (later Boston & Maine) railroad, and each property had rail spurs running from the tracks. The track alignment is owned by Massport, and is a truck route today. Although included within the boundaries of the nominated district, the track alignment does not contribute to its significance.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 3

In 1910 and 1911, the Terminal Wharf & Railroad Warehouse Company constructed the two red-brick warehouses along the wharves at 40 and 50 Terminal Street, which appear on the 1912 atlas. According to a Land Court Transfer Certificate of Title dated October 24, 1912, the lot consisting of the present 267–281 Medford Street (Terminal Storage parcel) was subdivided from the two Terminal Wharf lots as Lot C, and Terminal Storage Company was designated the owner. A building permit was filed by the Terminal Storage Company in October 1912, and the existing building was constructed at an estimated cost of \$175,000 between December 1912 and August 1913.⁷ The designers were listed as the Boston firm of Warren and Gerrish, engineers.

The three buildings represent two types of construction common for the period. The type of construction was determined by the height of the building and the Boston building code, which required buildings over six stories to have fireproof construction, while buildings six stories and under could be built of timber floors and framing. An 1892 law also required brick partition walls in open floors that exceeded 10,000 square feet.⁸

The reinforced-concrete structural system found in the Terminal Wharf Buildings represents a transitional example of reinforced-concrete (fireproof) construction. Concrete-clad steel beam and girder construction was one type of fireproof construction employed in the early 20th century, based on the familiar heavy-timber beams and columns that make up traditional mill-type timber framing. The Terminal Wharf Buildings represent a more progressive method, using flat-slab construction. However, the Terminal Wharf Buildings' reinforced-concrete structure, with its mushroom column supports, does not include the typical dropped pad (a reinforced concrete pad that drops down from the ceiling approximately four inches) that is supported by the "mushroom" capital.⁹ One example of this design in Boston is found at the former Sears Roebuck & Co. Mail Order Store (1928, now Landmark Center) at 309 Park Drive (NRIND, 1/15/1991).

The heavy-timber construction and other features of the Terminal Storage Building suggest that it was built with economy in mind. The lower height compared to the Terminal Wharf Buildings (six stories rather than eight) enabled the use of the less expensive interior timber frame. While cast-iron columns might have been expected as they were frequently used since the 1880s,¹⁰ the square wood posts have no chamfer or lambs-tongue detail that are found in many late 19th-century factories where many people would have been working (as opposed to a warehouse).

Warren & Gerrish

Warren & Gerrish, architects and engineers, were listed at 53 State Street, Boston, in the *Directory of Boston Architects, 1846-1979*, in the years 1908-1917. The firm was relatively short-lived, as records show that the firm became insolvent and was dissolved in 1920.

The trade journal *The American Contractor* (April 30, 1910) lists Warren & Gerrish as the consulting engineering firm for a Wool Store House in Boston, Massachusetts; the Terminal Wharf & Railroad Warehouse Co. is listed as the owner, and Jas. A. Stewart & Co., 30 Church St., New York City as the builders. The same journal under

(continued)

⁷ Building Permit # 488, Oct. 5, 1912.

⁸ Wermeil, Sara, and Susan Ceccacci, research; Edward Gordon, compiler, with Betsy Friedberg, National Register Director, MHC. National Register of Historic Places Registration Form, "Fort Point Channel Historic District," pp. 7-5, 7-6.

⁹ Ibid. <http://www.2620lofts.com/history.html>; http://www.fordmotorhistory.com/factories/washingtondc/site_details.php

¹⁰ "Fort Point Channel Historic District."

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 4

“Building Notes” states that the plans are completed and the eight-story building is worth \$400,000. Building materials cited include reinforced concrete, iron, and a tar-and-gravel roof. Although the building permits were not located, this most likely refers to at least one of the Terminal Wharf buildings now listed at 40 & 50 Terminal Street in Charlestown. It is assumed that Warren & Gerrish designed both of the buildings for the Terminal Wharf Co.

In addition to the Terminal Storage Building at 267–281 Medford Street (the third building in the district), three other buildings have been attributed to Warren & Gerrish. MACRIS lists Warren & Gerrish as architects for the Sexton Can Company (1912, MHC # EVR 168) at 31 Cross Street, Everett, and lists Warren & Gerrish, along with H.M. Pierce, as architects for the New England Oil, Paint and Varnish Company Factory (ca. 1913, MHC # EVR. 212) at 59 Waters Avenue, Everett. Once part of an industrial district, the NE Oil, Paint and Varnish Co. factory has since been demolished. Christopher Hail’s book *Cambridge Buildings and Architects* lists Warren & Gerrish Inc. as responsible for a 4-story factory (1911) at 143-151 Cross Street, at the intersection with Albany Street, Cambridge, Mass. The factory no longer survives; instead the area is occupied by more recent buildings owned by the Massachusetts Institute of Technology (MIT) and pharmaceutical firm Novartis.

Frank Dinsmore Warren

Frank Dinsmore Warren was born in Marlborough, MA, in 1879. His father, John T. Warren, originally worked as a farm laborer, but rose to become the superintendent of a dairy (Federal Census 1900). Warren studied engineering at MIT (class of 1901). In 1911, the MIT magazine *The Technology Review* (vol. 13, March, 1911) published news of their alumnus, noting that Warren “has been very busy lately and been unable to join the class at the informal dinners. Judging the amount of work he is doing he is to be excused. His firm Warren & Gerrish in the last season has designed and caused to be erected a warehouse in Charlestown and in New Bedford and in Cambridge, . . . and a power plant in Spencer.”

According to the 1920 Federal Census, Frank D. Warren lived in Newton, MA with his wife Eva, their two young children, aged 8 and 10, and his 70 year-old mother Lydia. Although he is listed as an architect, his career appears to have taken a turn after 1920, likely the result of the firm’s bankruptcy. In April 1920, Warren applied for a US passport “for the purchase and transportation of petroleum”. Warren wrote on the form that “I intend to leave the United States from the port of Boston by rail to Galveston, Texas, and then by steamer to Tampico, Mexico.” It is not known whether he actually embarked on this business venture. A brief article in the *Boston Daily Globe* noted in November 1922 that Mayor Curley revoked the permit for storing petroleum at the Terminal Wharf Co. buildings.¹¹ In 1925 and 1930, Warren Engineering, led by Frank D. Warren, was listed as a tenant at 50 Terminal Street. It is not clear whether he had an engineering office here or whether he may have been importing or exporting goods and renting space for storage. Also in 1930, the Federal Census lists Frank Warren at 7 Crosby Street in Belmont, Massachusetts, living with his wife and three grown-up children. According to the census data, he was employed as a salesman in the leather industry. By 1936, Warren Engineering was no longer listed as a tenant at 50 Terminal.

George Howard Gerrish

Biographical details on George Howard Gerrish were published in Harvard University’s Third Secretary’s Report (1911). He was born in Chelsea, MA, in August, 1877, attended Chelsea High School and Harvard University,

(continued)

¹¹ *Boston Daily Globe*, Nov. 18, 1922.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 5

class of 1901. George Gerrish married Hester Isabel Walker in 1906, and for many years they lived in Malden, MA, with their two children. He is quoted in the 1911 Harvard report as saying "I am still engaged in mill and mechanical engineering—our firm's name is Warren and Gerrish."

A World War I Draft Registration Card, dated 1918, showed that Gerrish was working as a mill engineer for the American Woolen Company. He appears in the 1930 Federal Census listed as an architect for a Woolen Mill, and lived with his wife and his 19-year-old daughter in Maine. A decade later, Gerrish's World War II Draft Registration Card (1942) revealed that he was living at 1134 Franklin Street, Melrose, MA, and his employer was Stone & Webster Corp., Federal Street, Boston, where he worked as a mechanical engineer.

Terminal Wharf & Railroad Warehouse Company and Terminal Storage Company

The Terminal Wharf & Railroad Warehouse Company was incorporated in July 1908, "To do a general warehouse and storage business; to do a compress, baling and cooperage business; to deal in and feed cattle and other animals, to layout and operate pipe lines."¹² Company directors were: Harry H. Wiggin, Somerville, MA; Francis W. Lawrence, Boston, MA; and Robert S. Gorham, Newton, MA. The parcel of land owned by the company upon incorporation contained the proposed Terminal Storage Warehouse District. The Terminal Wharf buildings at 40 and 50 Terminal Street were completed by 1911. The Terminal Wharf & Railroad Warehouse Company officially changed its name to Wiggin Terminals Inc. in October 1925.

The Terminal Storage Company was incorporated on October 18, 1912, "To construct, own, operate, lease, and manage buildings for warehouse and storage and other purposes; to do a general warehouse and storage business; to do a compress, baling and cooperage business; to deal in and feed cattle and other animals; to lay out and operate pipe lines."¹³ Company directors were: Harry H. Wiggin, Somerville, MA; Francis W. Lawrence, Boston, MA; and Robert S. Gorham, Newton, MA. Terminal Storage Co. acquired the parcel of land now occupied by the Terminal Storage building on October 24, 1912, and had already applied for a building permit to construct the Terminal Storage building on Oct. 5, 1912. Officers of the Company in 1920 were: Harry H. Wiggin, President, Harrison Sherburne Wiggin, Vice President; S.G. Spear, Treasurer & Clerk; and Morrill Wiggin, Assistant Treasurer. It seems obvious that the Wiggin family had expanded their business (from lumber dealers) and perhaps attracted investors by forming the new companies, it is not clear why the directors formed a separate company in order to build the third building in the Terminal Storage District, since the nature of the business was the same. In February 1955, Terminal Storage Company was renamed Terminal Service Company.

Tenants

By as early as 1918, the Jos. Joseph & Bros. Company, the parent company of the Railway Supply & Manufacturing Co., had opened a plant in the Terminal Storage Building. Founded in 1885 in Cincinnati, Jos. Joseph & Bros. began in the scrap iron business. As expected, Joseph Joseph & Co. was listed in the 1913 Boston directory in the scrap iron business. However, the same year, the Railway Supply & Manufacturing Co. listed their business as cotton waste. Both businesses had offices listed in the city directory at 12 Thorndike Street in Boston. The Railway Supply & Manufacturing Co. manufactured wadding, batting, and felting, from cotton and woolen waste. In 1916, it was noted in the *Iron Tradesman* that:

(continued)

¹² Articles of Incorporation, pp. 113 – 116.

¹³ Articles of Incorporation, pp. 597-600.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 6

The Joseph Joseph & Bros. Company has increased its capital from \$400,000 to \$2,000,000, . . . Part of the additional funds is for the complete absorption of the Railway Supply and Manufacturing Company, a subsidiary, and for the fuller financing of the new business at the many plants of the company, including . . . Charlestown, Mass., . . . [*Iron Tradesman*, Vol. 75, March 1916]

This would seem to verify that the Railroad Supply & Manufacturing Co. had perhaps invested in its facility at the Terminal Storage Building and that it was involved in "new business." A possible explanation for this shift may have been the sharp rise in the price of steel and a steel shortage brought about by World War I, which is discussed at length in the above article.

Meanwhile, the two Terminal Wharf Buildings managed by Wiggins were advertised as the Terminal Wharf & Railroad Warehouse Company, which had shifted over time into warehousing a variety of materials and fumigation (of foreign cotton). In 1912, Lawrence & Wiggins also owned one wharf west of the Terminal Wharf Buildings. That wharf had a rail spur, but no buildings. By 1922, Wiggins Lumber occupied two additional large open wharves (previously owned by Mystic Wharf & Storage Co. and by Boston Blacking Co.), located immediately west of their undeveloped wharf. These remained open with the notations "lumber pile" covering most of the area through 1927. A historic photograph (no date) shows two large Wiggins lots with lumber stacked a few stories high. A large crane spanned each lot and ran the length of the lot on rails in the ground. Although there is no caption for the photo, the name "WIGGINS TERMINALS INC." is painted on one of the cranes and most likely shows the wharves west of the Terminal Wharf Buildings. The 1955 Sanborn insurance map notes "All lumber removed" on these three wharves.

The H. H. Wiggins Lumber Co. was also a tenant at the Terminal Wharf Buildings from 1925 through 1940. Tenants of the Terminal Wharf Buildings in 1930 included companies that warehoused salt (Eastern Salt Co. remained at least through 1948), welding supplies, vehicle tires, oils, commercial solvents, plywood, stained shingles, and lumber, as well as Warren Engineering Corporation (the buildings' designer). In the 1940s, some early tenants remained, and new tenants included a business storing corn syrup, the United States Customs, a coal distributor, and an office supplies company. Mystic Wharf and B&M Freight house are listed at 40 Terminal Street in 1940 and 1948.

Judging from their advertisements in local directories, the business of the Terminal Wharf & Railroad Warehouse Co. seems to have expanded between 1912 and 1924. Their 1918 ad in the city directory announced services in "Fumigation of Foreign Cotton, Storage, Wharfage, Dockage, Weighing, Forwarding," and mentioned their Lumber Storage Dept. The ad highlights amenities such as fireproof construction (brick and concrete), 10 million cubic feet of storage space, and an 800-foot covered pier. By 1924, they advertised that they would lease or build to suit tenants, and they had space available for storage of wool, leather, and cotton. They also continued to offer fumigation of foreign cotton, cotton waste, broom corn "...and other materials as required by the U.S. Government." They also list their E Street Stores (storehouses) in South Boston, another of Boston's large warehouse districts at the time.

A few years earlier, the Terminal Wharf property had been caught in the middle of a federal Grand Jury investigation when on August 19, 1920, U.S. Government officials seized 3,000 tons of granulated sugar at the

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District
Name of Property
Suffolk County, MA
County and State
Name of multiple listing (if applicable)

Section number 8 Page 7

Terminal Wharf & Railroad Warehouse Company at 51 Terminal Street (sic). It was alleged that the sugar was being hoarded to artificially inflate the price. While F. G. Spear, treasurer of Terminal Wharf & Railroad Warehouse Company, was called before the federal Grand Jury the following day, he referred officials to the owner of the sugar. The government action was part of a larger federal investigation into rising prices of food that included among other items butter, cheese, eggs, and salt pork, which in one case was reportedly transferred in the middle of the night to a new facility to avoid federal seizure.

Orra Stone, in his *History of Massachusetts Industries* (p. 1605), credits the investment of the Terminal Wharf Company and the Wiggins Terminals (in the Terminal Storage Warehouse District) for encouraging other industries to "locate plants adjacent to this project." It seems the owners quickly determined that they wanted have more options for uses with the last of the three buildings they constructed. The Terminal Storage Company building appears to have been built originally for the purpose of warehousing goods for multiple companies, with the intent to allow flexibility in its use by manufacturing companies. It quickly became the home of the Railway Supply & Manufacturing Co. The development of large warehouses of this era at the transfer point between shipping and rail connections were found in several areas near Boston's wharves, including East Boston and at the South Boston Piers. Wool was a common commodity stored here, and other goods advertised included leather, cotton, and sugar (the Revere Sugar Refinery was nearby). Subsequent occupants included, in 1935, Dunlop Tire and Rubber Company warehouse and Rossville Commercial Alcohol; Phillip Carey Manufacturing Co., Inc., dealing in asbestos, is listed from 1940 through 1953. In November of 1955, Mary A. Vincent of Boston purchased the property from the Terminal Storage Company, subject to an existing tenancy-at-will of R. H. Lindsay Wool Company, along with a Spur Track Agreement with the Boston & Maine RR, as well as rights to use certain tracks in common with the other nearby property owners. The 1960 and 1965 directories show Appliance Warehouse Inc. and the Freeman and Shore Warehouse at 267 Medford Street, followed by Air Conditioning Wholesalers, Inc. in 1970. The York Division of Borg-Warner was here in 1975, and the Nancy Sales Co. appears in directories from 1975 to 1984. The Nancy Sales Co. sells toys, mainly stuffed animals, and continues to operate a facility in Chelsea, MA.

Late 20th Century to Present

The construction of the buildings in the Terminal Storage Warehouse District corresponded directly to the growing need for protected warehouse space adjacent to the primary means of transport of goods: rail and ships. Through the 1950s, the typical occupants of the buildings took advantage of the direct connection to transportation. As the use of trucks superseded trains and ships, the demand for this space declined. The continued use of the Terminal Storage Building through 1984 suggests, however, that the building's masonry construction and multiple fire separation walls (many more than are found in a typical mill structure) were considered an advantage for warehousing and manufacturing, while the adjacent residential neighborhood may have provided access to employees, a definite attraction throughout the early 20th century. Vacant for over two decades, the Terminal Storage Company Building is an intact example of a speculative warehouse building, representing one of many areas of Boston that served as points of transfer of goods between ships and rail. Characteristic of many of the warehouse buildings adjacent to the city's wharves, it is typical mill construction, with a heavy-timber interior frame, a concrete base, concrete piles, and brick walls. The numerous fire partition walls closed by metal-clad fire doors provided relatively safe storage, especially for highly flammable materials such as cotton.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Terminal Storage Warehouse District

Name of Property

Suffolk County, MA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 8

Unlike the Terminal Storage Building, the Terminal Wharf & Railroad Warehouse Company buildings have had continuous occupancy (although at times they were partially vacant). This is most likely due in part to the fireproof construction and wharf access. They are currently occupied by a variety of tenants, including a moving company, self-storage, restaurants, music studios, furniture repair, printing shops, a woodworking shop, an organic grocery store, a guitar store, a party store, a neon sign company, and a few offices. The wharves collapsed in the 1980s, following a fire.

Plans are underway for the rehabilitation of the Terminal Storage Building. The building will be converted to residential apartments, with parking at the first story. The replacement of missing and deteriorated doors and windows, based on the existing historic features, will re-establish the historic appearance of the building.

(end)

TERMINAL STORAGE WAREHOUSE DISTRICT
Name of Property

SUFFOLK COUNTY, MA
County and State

Developmental history/additional historic context information (if appropriate)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Files of the Inspectional Services Department, City of Boston.

267-281 Medford Street. "Application for Permit to Build." Oct. 5, 1912.

Correspondence between Railway Supply & Manufacturing Co. & City of Boston, Building Dept. 1918 & 1921.

Directories, Maps & Atlases

Boston City Directories, 1890-1984.

Charlestown and East Boston Atlas, Massachusetts. G.W. Bromley & Co. 1875, 1885, 1892, 1912, 1922.

Insurance Maps of the City of Boston, Vol. 5, Charlestown. Sanborn Map Company, New York: 1901, 1927, 1955.

Wermeil, Sara, and Susan Ceccacci, research; Edward Gordon, compiler, with Betsy Friedberg, National Register Director, MHC. National Register of Historic Places Registration Form, "Fort Point Channel Historic District," 2004.

Seasholes, Nancy C. *Gaining Ground: A History of Landmaking in Boston.* Cambridge: MIT Press, 2003.

Other

Certificate of Title, Records of the Land Court Suffolk County, Boston, MA.

Manuscript, Environmental Report, 21 March 1985, provided by owner.

Photographs

Boston Public Library. Aero Scenic Airviews, 1929.

----- Wolcott Cutler Collection, Charlestown, Book 6 and Book 10.

[End Section 9.]

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Historic Resources Survey Number (if assigned): BOS. 4680, 4681, 12,866 HPCA # 22,883

TERMINAL STORAGE WAREHOUSE DISTRICT
Name of Property

SUFFOLK COUNTY, MA
County and State

10. Geographical Data

Acreage of Property 5.9 acres
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

1	<u>19T</u> Zone	<u>330272</u> Easting	<u>4694142</u> Northing	3	<u>19T</u> Zone	<u>330472</u> Easting	<u>4694375</u> Northing
2	<u>19T</u> Zone	<u>330394</u> Easting	<u>4694377</u> Northing	4	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing

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

Lot C and the parcel of land south of the U.S. Bulkhead line, including the section of the Massport parcel to the Boston and Lowell RR Corp. alignment as shown on a plan by H. S. Adams, Civil Engineer, Sept. 27, 1912, entitled "Subdivision of Lot B" shown on plan filed with Cert of Title No. 2499 Registry District of Suffolk County-LAND IN BOSTON (CHAS), Boston Assessor's Parcel ID # 0202750000; the portion of Boston Assessor's Parcel ID#0202751000 that extends north from the Massport property to the U.S. Bulkhead Line, and a portion of Boston Assessor's Parcel ID#0201800010.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include land that has been associated with these buildings since they were constructed between 1910 and 1913. The boundary stops at the U. S. Bulkhead Line on the Mystic River (See Figure 3) and it does not include the former wood wharf, which has collapsed into the Mystic River as the result of a fire approximately 30 years ago. The segment of former land of the Boston and Lowell Railroad (now owned by Massport) that passes between the Terminal Wharf Buildings (40 & 50 Terminal Street) and the Terminal Storage Building (267-281 Medford Street) is also included in the district.

[End Section 10.]

11. Form Prepared By

name/title Leslie Donovan, Katherine Matison, Tremont Pres. Svcs. with Betsy Friedberg, NR Director, MHC
organization Massachusetts Historical Commission date January 2012
street & number 220 Morrissey Boulevard telephone (617) 727-8470
city or town Boston state MA zip code 02125
e-mail donovanl@erols.com

TERMINAL STORAGE WAREHOUSE DISTRICT
Name of Property

SUFFOLK COUNTY, MA
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Terminal Storage Warehouse District
City or Vicinity: Boston [Charlestown]
County: Suffolk State: MA
Photographer: Leslie Donovan / Erika Tarlin
Date Photographed: September 2011 / October 2011

Description of Photograph(s) and number:

1. North elevations, 50 Terminal Street on left, 40 Terminal Street on right, camera facing southeast.
2. North and west elevations, and setting, camera facing southeast.
3. West elevations, 50 Terminal Street on left, 40 Terminal Street on right, camera facing southeast.
4. Detail, west elevation, 40 Terminal Street, camera facing east.
5. East elevation, 50 Terminal Street, camera facing northwest.
6. Partial east elevation 40 Terminal Street on left, south and east elevations, 50 Terminal Street on right, camera facing northwest.
7. South and east elevations, 40 Terminal Street. Two-story south addition in foreground. Camera facing northwest.
8. West and south elevations, 40 Terminal Street on left, south elevation 50 Terminal Street on right, camera facing northeast.
9. East elevation, 267 - 281 Medford Street, camera facing west.
10. East elevation, 267 - 281 Medford Street, camera facing southwest.
11. South and east elevations, 267 - 281 Medford Street, camera facing northwest.
12. West and south elevations, 267 - 281 Medford Street, camera facing northeast.
13. West elevation, 267 - 281 Medford Street, camera facing northeast.
14. North and west elevations, 267 - 281 Medford Street, camera facing east.
15. South stair, 267 - 281 Medford Street, camera facing northwest.
16. Typical open floor (sixth floor), 267 - 281 Medford Street, camera facing northwest.
17. Interior view of loading doors, camera facing southeast.

TERMINAL STORAGE WAREHOUSE DISTRICT

SUFFOLK COUNTY, MA

Name of Property

County and State

List of Figures

Figure 1 aerial view of Charlestown, MA, heading northeast, 1929. (Boston Public Library)

Figure 2 Bromley, G. W. & Co. *Charlestown and East Boston Atlas, Massachusetts*. 1912.

Figure 3 Subdivision of Lot B, Partial Transfer of Certificate of Title # 4822. 1912.

Figure 4 1955 map, filed with transfer of title.

Figure 5 Location key.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name See below

street & number _____ telephone _____

city or town _____ state _____ zip code _____

PROPERTY OWNERS:

Michael Rauseo
Bedfordor Partnership
30 Embankment Road
Boston, MA 02114

Michael Rauseo
Arlington Court LP
30 Embankment Road
Boston, MA 02114

Michael Rauseo
Suffolk/Medford LLC
30 Embankment Road
Boston, MA 02114

Donato Pizzuti
CC Realty Trust
50 Terminal Street
Boston, MA 02129

MASSPORT

1 Harborside Drive, Suite 200S
Boston, MA 02128-2909

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

TERMINAL STORAGE WAREHOUSE DISTRICT
Name of Property

SUFFOLK COUNTY, MA
County and State



Figure 1. Aerial View of Charlestown, MA, heading NE. Boston Public Library. Aero Scenic Airviews, 1929.

TERMINAL STORAGE WAREHOUSE DISTRICT
Name of Property

SUFFOLK COUNTY, MA
County and State

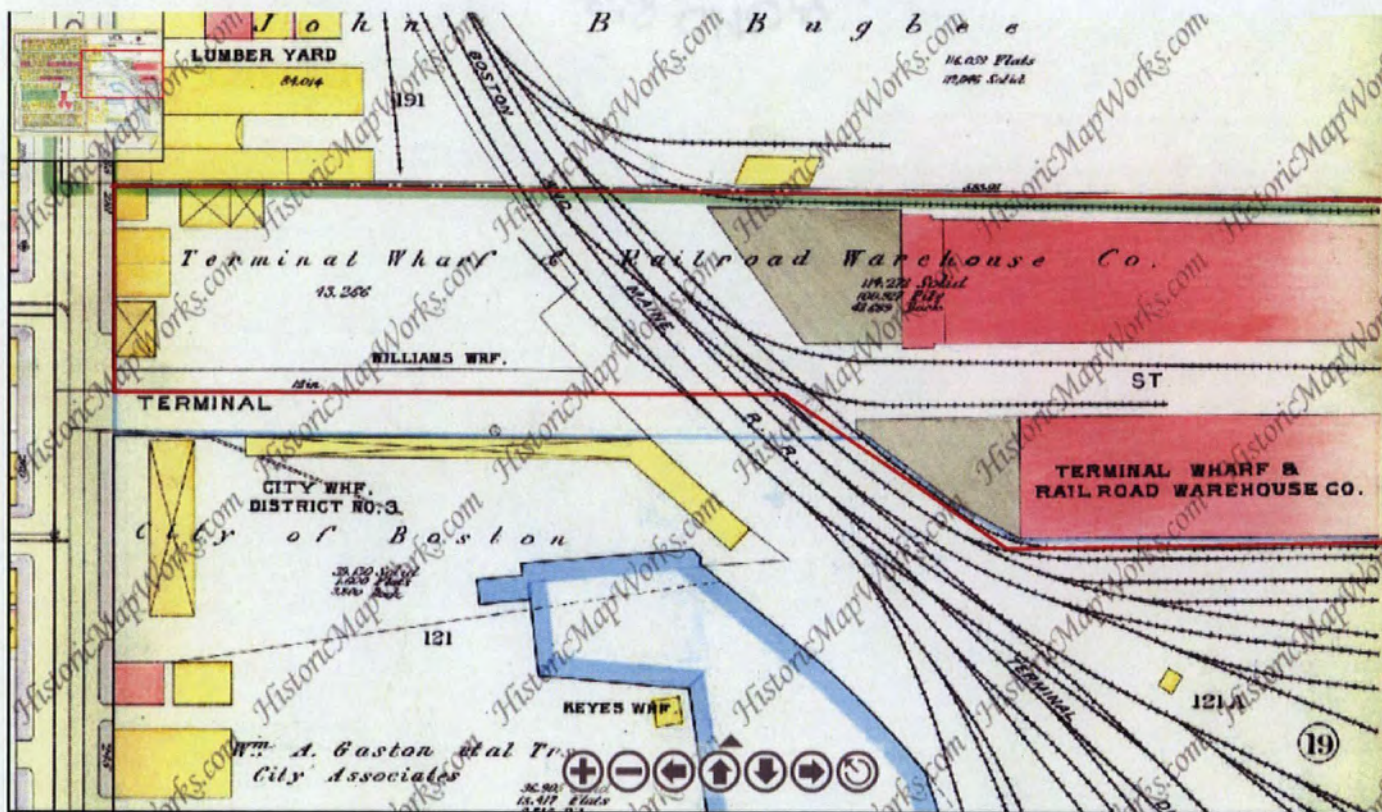


Figure 2. Bromley, G. W. & Co. Charlestown and East Boston Atlas, Massachusetts. 1912.

TERMINAL STORAGE WAREHOUSE DISTRICT

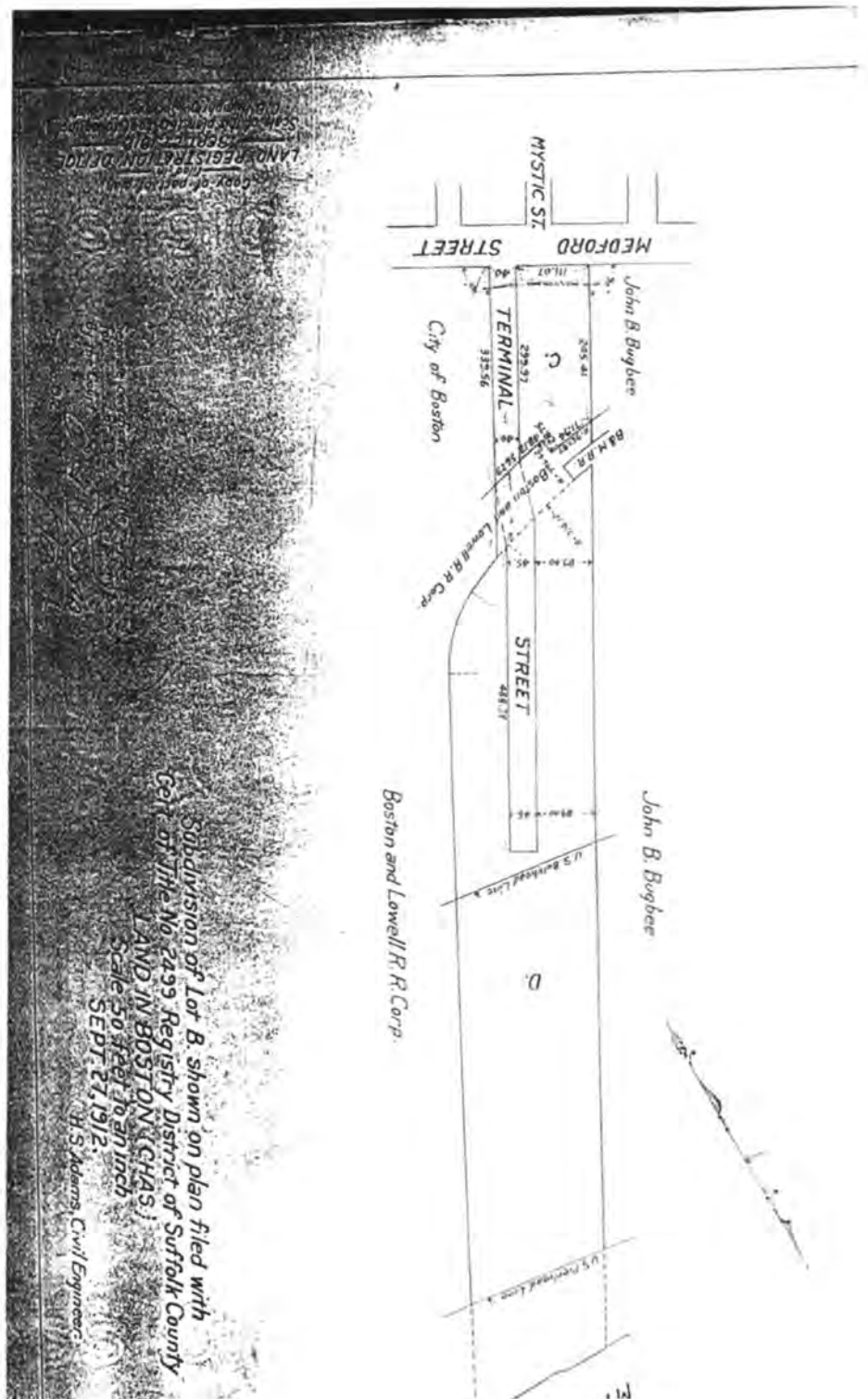
Name of Property

SUFFOLK COUNTY, MA

County and State

Figure 3

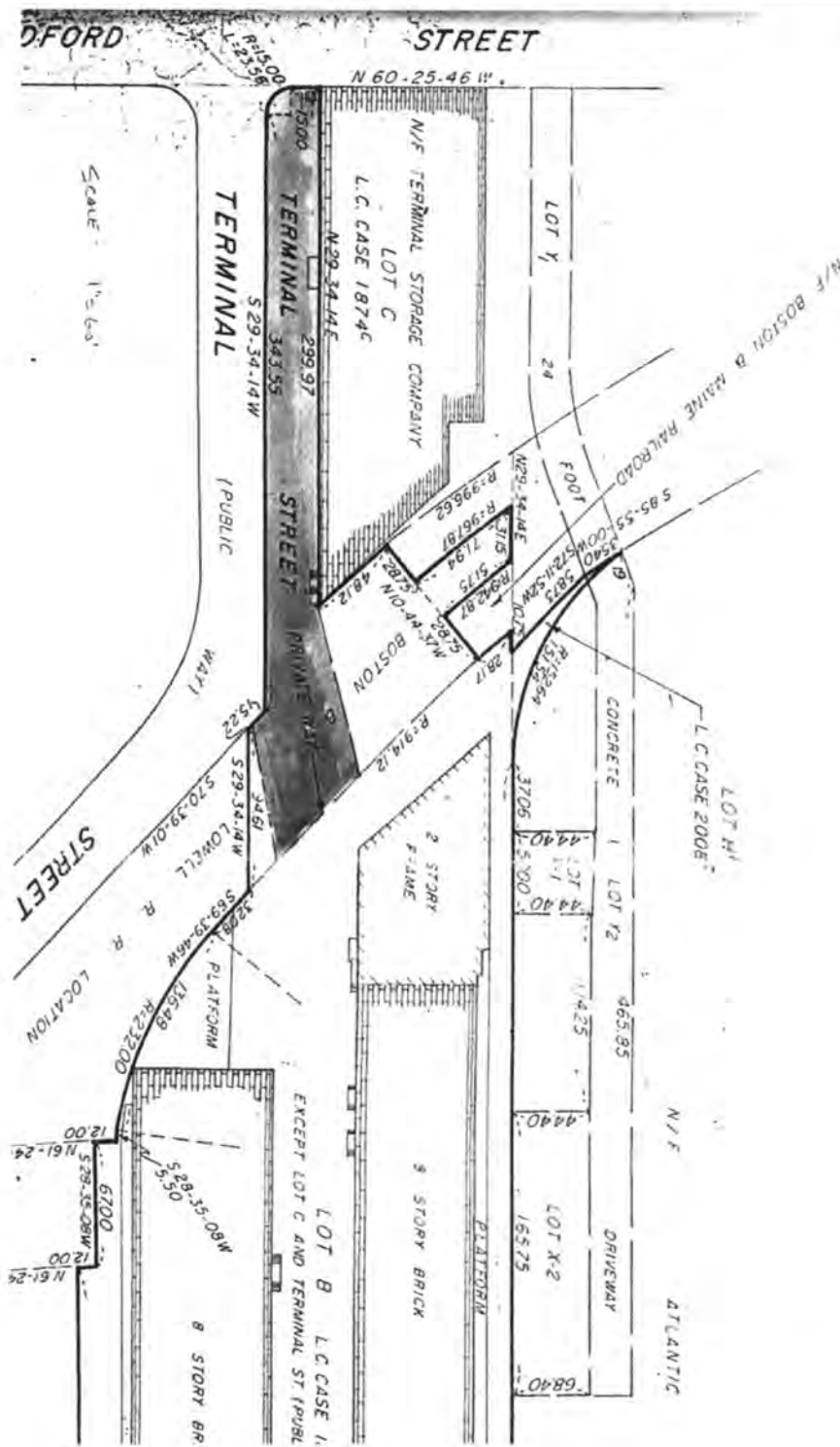
1912



TERMINAL STORAGE WAREHOUSE DISTRICT
Name of Property

SUFFOLK COUNTY, MA
County and State

Figure 4
1955



TERMINAL STORAGE WAREHOUSE DISTRICT
Name of Property

SUFFOLK COUNTY, MA
County and State

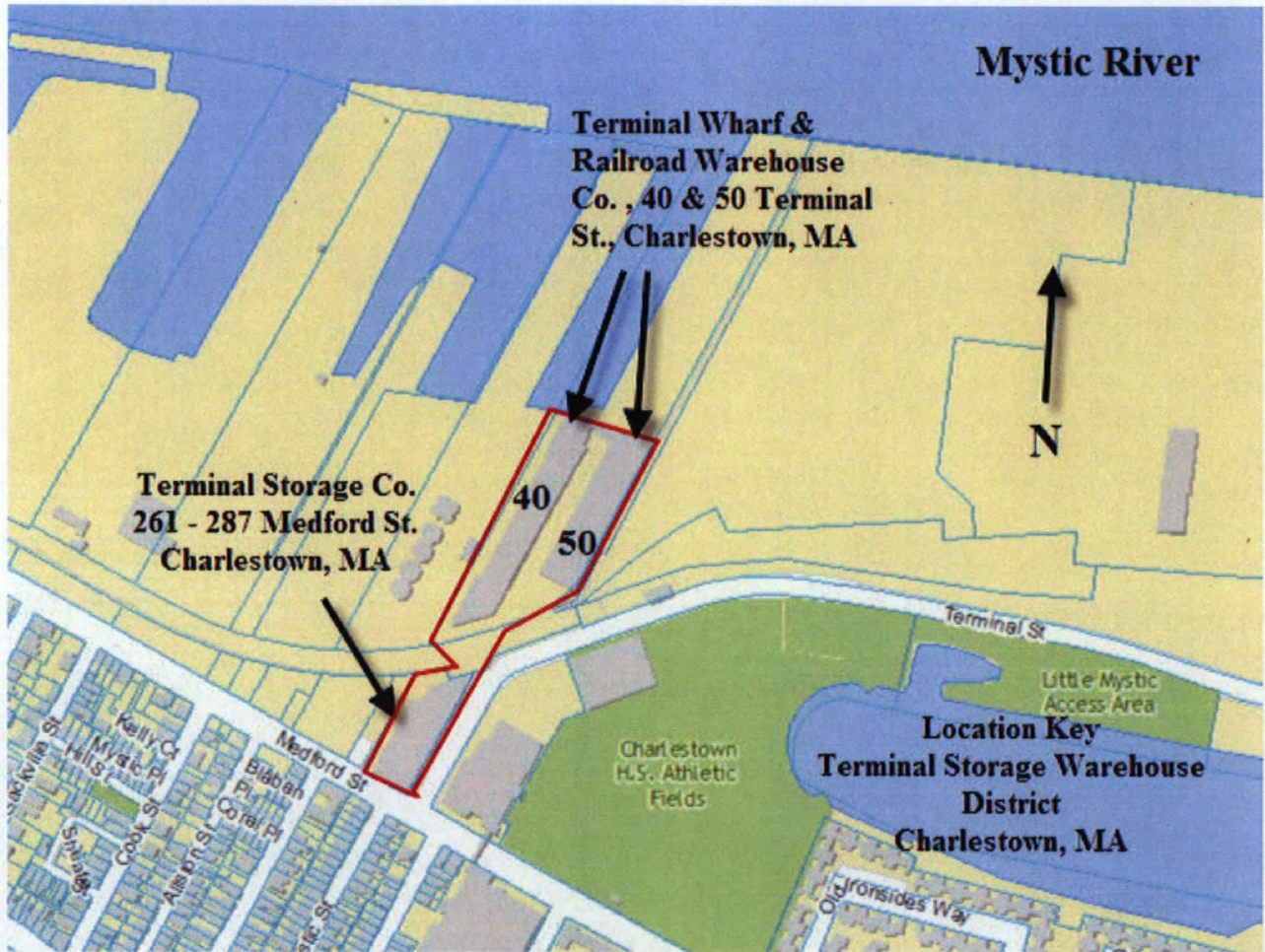
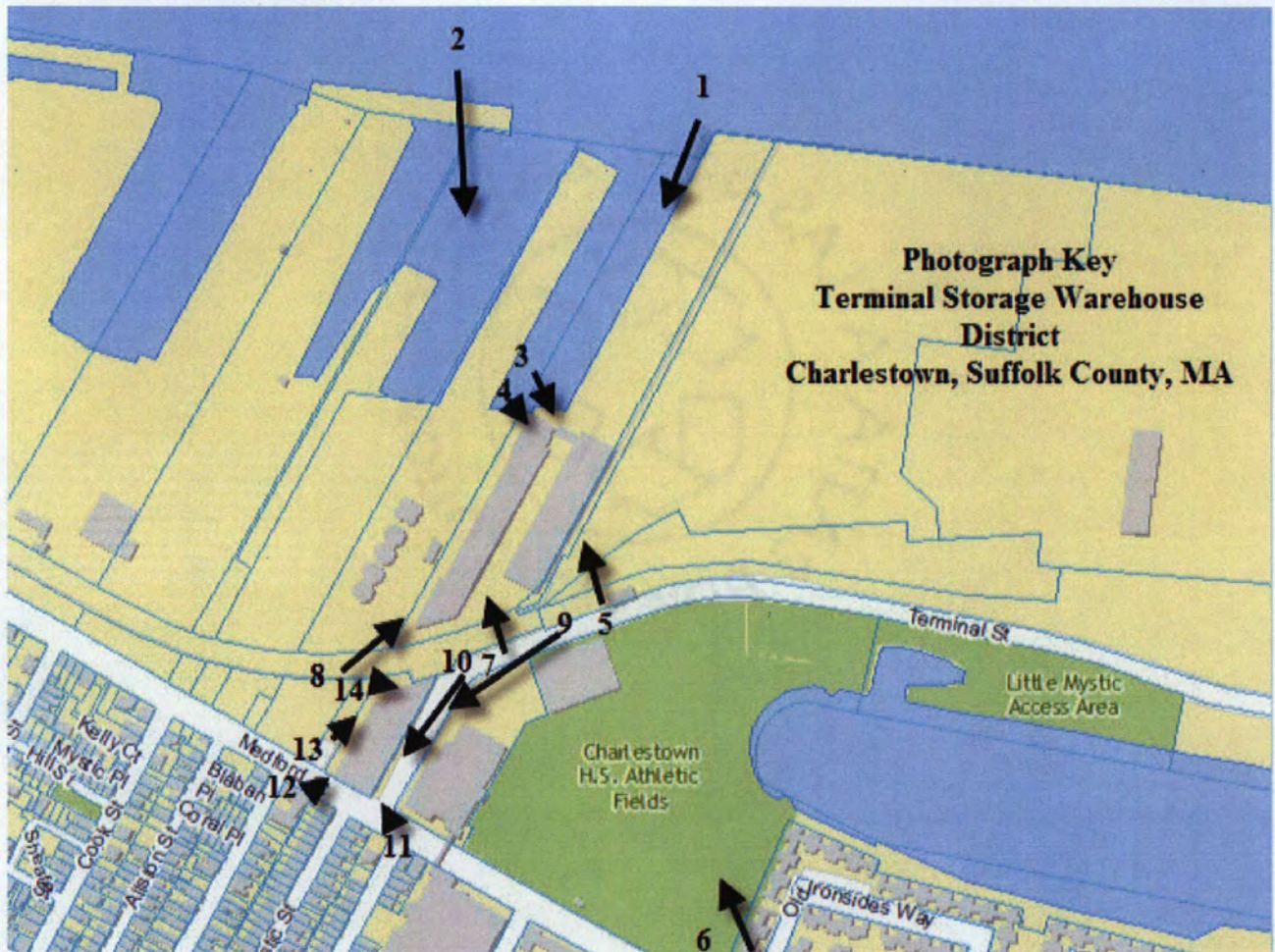


Figure 5

TERMINAL STORAGE WAREHOUSE DISTRICT
Name of Property

SUFFOLK COUNTY, MA
County and State

Photograph Key



TERMINAL STORAGE WAREHOUSE DISTRICT
Name of Property

SUFFOLK COUNTY, MA
County and State

Property Boundary Map



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Terminal Storage Warehouse District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 1/27/12 DATE OF PENDING LIST: 2/23/12
DATE OF 16TH DAY: 3/09/12 DATE OF 45TH DAY: 3/13/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000099

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 3-12-12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



STORAGE

MA - BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE 0001.tif
2011 PHOTO

N ELEV. 50 TERMINAL ST (L)
 40 TERMINAL ST (R) FACING SE

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #1 of 17



MA - BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE 0002. k/f
2011 PHOTO

N, W ELEVS. and SETTING FACING SE

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #2 of 17



MA_BOSTON (SUFFOLK COUNTY)_TERMINAL STORAGE 0003.tif
2011 PHOTO

W ELEV. 50 TERMINAL ST (L)
 40 TERMINAL ST (R)

FACING SE

Terminal Storage Warehouse District
Suffolk Co., MA
Photo # 3 of 17



MA - BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE 0004. 17
2011 PHOTO

WEST ELEV. 40 TERMINAL ST. FACING E

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #4 of 17

SELF ST
617-241-5550
AGE



MA - BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE 0005.tif
2011 PHOTO

EAST ELEV. SO TERMINAL ST FACING NW

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #5 of 17



Charleston
Community
Center
87 TERMINAL ST., CHARLESTON, MA.
607-242-0080

WELCOME TO CHARLESTON

MA_BOSTON(SUFFOLKCOUNTY)-TERMINALSTORAGE 0006.tif
2011 PHOTO

EAST ELEV. 40 TERMINAL ST (L)
SOUTH, EAST ELEV. 50 TERMINAL ST (R)
FACING NW

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #6 of 17



STOP

CAUTION
BRICK
FLOOR

BLDG
2

MA - BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE 0007. tif
2011 PHOTO

SOUTH, EAST ELEVS. 40 TERMINAL ST.
TWO-STORY SOUTH ADDITION in FOREGROUND
FACING NW

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #7 of 17



Charleston
Community
Center

101 N. CHARLESTON, W.V.
606-255-0080

Charleston
Community
Center

Charleston
Community
Center

CAFÉ

REQUIRED
SAFETY APPAREL

LAFARGE
PORTLAND CEMENT

19

MA_BOSTON(SUFFOLKCOUNTY)-TERMINAL STORAGE 0008.tif
2011 PHOTO

WEST, SOUTH ELEV. 40 TERMINAL ST. (L)

SOUTH ELEV. 50 TERMINAL ST (R)

FACING NE

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #8 of 17



MA-BOSTON(SUFFOLKCOUNTY)-TERMINAL STORAGE 009.tif
2011 PHOTO

EAST ELEV. 267-281 MEDFORD ST.
FACING W

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #9 of 17



MA. BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE ⁰⁰¹⁰ ~~0009~~. tif

EAST ELEV. 267-281 MEDFORD ST.

FACING SW

Terminal Storage Warehouse District
Suffolk Co., MA
Photo # 10 of 17



MA-BOSTON(SUFFOLK COUNTY)-TERMINAL STORAGE 0011. 17
2011 PHOTO

SOUTH, EAST ELEV. 267-281 MEDFORD ST.
FACING NW

Terminal Storage Warehouse District
Suffolk Co., MA
Photo # 11 of 17



MA-BOSTON (SUFFOLK COUNTY)-TERMINAL STORAGE 0012.tif
2011 PHOTO

WEST, SOUTH ELEVS. 267-281 MEDFORD ST.

FACING NE

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #12 of 17



MA - BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE 0013.tif
2011 PHOTO

WEST ELEV. 267-281 MEDFORD ST. FACING NE

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #13 of 17



STOP

MA - BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE 0014. 1/2
200-2011 PHOTO

NORTH, WEST ELEV. 267-281 MEDFORD ST.

FACING E

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #14 of 17



MA. BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE 0015. t/f
2011 PHOTO

SOUTH STAIR 267-281 MEDFORD ST. FACING NW

Terminal Storage Warehouse District
Suffolk Co., MA
Photo # 15 of 17



MA_BOSTON(SUFFOLKCOUNTY)-TERMINALSTORAGE0016.tif
2011 PHOTO

TYPICAL OPEN FLOOR 267-281 MEDFORD ST.
FACING NW

Terminal Storage Warehouse District
Suffolk Co, MA
Photo #16 of 17



MA - BOSTON (SUFFOLK COUNTY) - TERMINAL STORAGE 0017.tif
2011 PHOTO

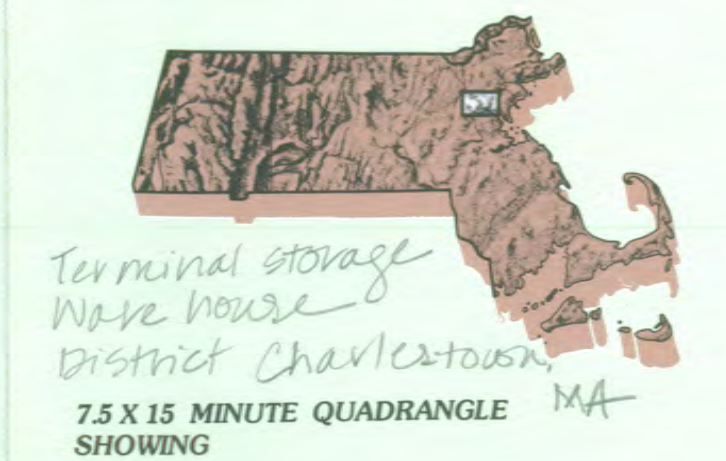
INTERIOR VIEW of LOADING DOORS

FACING SE

Terminal Storage Warehouse District
Suffolk Co., MA
Photo #17 of 17

Boston North MASSACHUSETTS

1:25 000-scale metric topographic map



- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



1985

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works
 Control by USGS, NOS-NOAA, and Commonwealth of Massachusetts agencies
 Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map edited 1985
 Supervised Boston North and Lexington 1:25,000-scale maps dated 1971
 This information is not intended for navigational purposes
 Projection and 1000-meter grid: Universal Transverse Mercator, zone 19
 10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone, 1927 North American Datum
 To place on the predicted North American Datum 1983 more the projection lines 6 meters south and 41 meters west as shown by dashed corner ticks
 There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 3 METERS
 NATIONAL GEODETIC VERTICAL DATUM OF 1929
 CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
 OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
 DATUM IS MEAN LOW WATER
 THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
 SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
 THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.5 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

Meters	Feet	ADJOINING MAPS		
1	3.2808	1	2	3
2	6.5617	4	5	
4	13.1234	6	7	8
6	19.6851			
8	26.2469			
10	32.8086			



Topographic Map Symbols

- Primary highway, hard surface
- Secondary highway, hard surface
- Light-duty road, hard or improved surface
- Unimproved road, trail
- Roadway standard gauge; narrow gauge
- Bridge; drawbridge
- Footbridge; overpass; underpass
- Railroad area: only selected buildings shown
- House; barn; church; school; large structure
- Boundary:
 - National, with monument
 - State
 - County, parish
 - Civil township, precinct, district
 - Incorporated city, village, town
 - National or State reservation; small park
 - Land grant with monument; forest section corner
 - U. S. public lands survey: range, township, section
 - Range, township; section line: location approximate
 - Fence or field line
 - Power transmission line, located tower
 - Dam; dam with lock
 - Cemetery; grave
 - Campground; picnic area; U. S. location monument
 - Mineral; water well; spring
 - Mine shaft; prospect; adit or cave
 - Control: horizontal station; vertical station; spot elevation
 - Contours: index, intermediate, supplementary, depression
 - Distorted surface: strip mine, lava, sand
 - Bathymetric contours: index, intermediate
 - Perennial lake and stream; intermittent lake and stream
 - Rapids, large and small; falls, large and small
 - Submerged marsh; marsh; swamp
 - Land subject to controlled inundation; woodland
 - Scrub; mangrove
 - Orchard; vineyard

A pamphlet describing topographic maps is available on request



SCALE 1:25 000
 1 CENTIMETER ON THE MAP REPRESENTS 250 METERS ON THE GROUND
 CONTOUR INTERVAL 3 METERS

TERMINAL STORAGE WAREHOUSE DISTRICT



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

January 19, 2012

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form:

Terminal Storage Warehouse District, Boston (Charlestown) (Suffolk), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property in the Certified Local Government community of Boston were notified of pending State Review Board consideration 60 to 90 days before the meeting and were afforded the opportunity to comment.

One letter of support has been received.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Leslie Donovan, Tremont Preservation Services, consultant
Emily Wolf, Boston CLG coordinator, BLC
Susan Pranger, Boston Landmarks Commission
Thomas Menino, Mayor, City of Boston
Michael Rauseo, Bedford Partnership, Arlington Court LP,
Suffolk/Medford LLP
Donato Pizzuti, CCC Realty Trust
David Mackey, MASSPORT