



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.

Washington, D.C. 20240

December 27, 2010

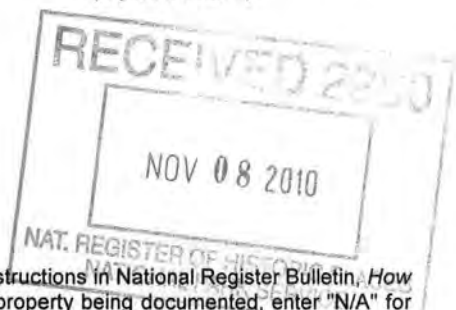
Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

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United States Department of the Interior
National Park Service

1066



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 EGLESTON SUBSTATION
other names/site number BOSTON ELEVATED RAILWAY SUBSTATION

2. Location

street & number 3025 WASHINGTON STREET
city or town BOSTON [ROXBURY]
state MA code MA county SUFFOLK code 025 zip code 02119

NA not for publication
NA vicinity

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

Brona Simon *October 28, 2010*

Signature of certifying official/Title Brona Simon, SHPO Date

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:)

Joe Edison H. Ball

12.27.10

Signature of the Keeper

Date of Action

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5. Classification

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

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

Category of Property
(Check only **one** box.)

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

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
1	0	structures
0	0	objects
2	0	Total

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION/rail-related;

GOVERNMENT/public works

Current Functions
(Enter categories from instructions.)

INDUSTRY/communications facility

7. Description

Architectural Classification
(Enter categories from instructions.)

20th CENTURY REVIVAL/Italian Renaissance

Materials
(Enter categories from instructions.)

foundation: CONCRETE

BRICK; CONCRETE/Cast Stone;

walls: STUCCO

roof: ASPHALT

BRICK (Trim elements); METAL/Wrought-

other: Iron (fence)

EGLESTON SUBSTATION

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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

Egleston Substation is located near Egleston Square in the Roxbury section of Boston, two blocks east of Columbus Avenue on Washington Street, a main transportation and commercial thoroughfare. At the time it was constructed in 1909, it was one of the larger buildings in the area, which consisted primarily of two-to-three-story wood frame buildings.

Rectangular in plan with a lower side aisle along the east (Bray Street) elevation, Egleston Substation was designed in the Renaissance Revival style. The building sits at the southeast corner of the lot, which is enclosed along Washington and Bray Streets by an ornamental wrought-iron fence set between cast stone piers. The building's stucco walls with red brick trim sit on a tall cast-stone base and rise to deep overhanging eaves at the east and west elevations. The bays along the side elevations are delineated in brick. The most prominent features are the colossal, compound round arches at the north and south elevations, which frame a tall multilight round-arched window in the upper section and entrance doors below. The scale and architecture of the substation create a commanding presence at this corner.

Narrative Description

EXTERIOR

Egleston Substation (1909) faces southeast at 3025 Washington Street at the corner of Bray Street, in the Egleston Square commercial center in the Roxbury section of Boston. (Photo 1) A rehabilitation of the building was completed in the spring of 2008. The site slopes down from south to north, and slopes down slightly from west to east. (Photo 3) The building sits at the southeast corner of the lot. The remainder of the parcel is enclosed by a wrought-iron fence supported between cast-stone piers along the north, east, and south borders of the site and by a corrugated cast-stone wall along the west border. A large ornamental wrought-iron **gate**, framed by brick piers supporting a brick arch, is located at the southwest corner of the building facing Washington Street. (Photo 2) The brick piers sit on tall cast-stone plinths, and the gate is sheltered on the north and south elevations by a pent roof supported on large, carved wood brackets. A parking area is paved at the rear (north) of the lot; a new paved walkway runs along the west side of the building. Grass and plantings were installed in the side (west) yard.

Egleston Substation is one story, approximately 46 feet tall, above a basement. The building was constructed as an electrical substation for the Boston Elevated Railway Company. The 87 x 52 foot building in a basilican form is almost rectangular in plan, consisting of a main gable-roofed block, with a lower pent-roofed side aisle running along most of the east elevation. The steel-and-concrete structure is clad on the exterior with stucco with brick trim. The brick and stucco walls sit on a high watertable, constructed in cast stone scored to simulate stone. (Photo 4) Brick pilasters define the bays and the building corners, and brick detailing outlines the watertable, entryways, and eaves. Historic views of the building show pan-and-roll roofing at the main block, the side aisle, and the gate. The depth of the roofing in the historic images suggests that it was a metal roof molded to look like terra cotta tile. An early Boston Landmarks Commission (BLC) survey form (1981) indicates that remnants of the copper roof were still in situ. The pan-and-roll roofing on the main roof was replaced with asphalt shingle prior to 2005, and the aisle roof was stripped and left bare. The aisle roof deck is concrete with I-beam rafters, providing excellent fire protection. An asphalt shingle roof was installed on the entire building during the 2007-2008 rehabilitation.

The south elevation is faced in stucco, framed by brick corner pilasters rising to a shouldered pediment. The entrance in the south (Washington Street) façade is set within a monumental compound rounded rowlock arch that sits beneath the pediment, which is outlined by a brick corbel table enriching the raking cornice. (Photo 1) The upper half of the arched opening is made up of a fixed, multilight, tripartite, copper-clad wood window. (Photo 7) There is an ornamental iron spandrel panel below the window, and copper-clad transom panels above the three entrance doors. The wood and glass panel entrance doors were installed in 2008. (Photo 9)

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Brick beltcourses and brick pilasters articulate the bays on the west elevation; one brick beltcourse delineates the upper clerestory from the lower portion of the walls, another brick beltcourse runs across the base of the wall at the watertable, and a brick fascia course terminates the wall at the eaves. Brick pilasters separate the west elevation into seven bays. The central five bays contain clerestory windows with flat arches. They are tripartite windows with a central sixteen-light sash framed by eight-light sidelights.

The north elevation is a simplified version of the south, with a much taller base due to the sloping grade. It has the same shouldered pediment at the gable end, stucco facing with brick corner pilasters, and a brick corbel table at the eaves. The monumental arch and the upper tripartite window are the same. Below the window are a flush-brick spandrel panel, and a door set below a paneled steel lintel. The aluminum and glass storefront entrance was installed in 2008. (Photos 3, 5)

The east elevation has an aisle-like structure framed by pedimented pavilions at either end. (Photo 4) The pavilions and the five center bays are outlined in brick. The second story window openings on the side aisle are original. The three first-story openings and the basement door were added in 2008. The south and north elevations of the side aisle each have two windows, one at each story. Above the side aisle on the east elevation of the nave, the central five bays contain clerestory windows half as tall as those found on the west elevation. They are tripartite windows with a central eight-light sash framed by four-light sidelights. The east clerestory windows have pivot sash. The east wall of the nave framing the clerestory windows is brick. The two end bays are faced in stucco with typical brick borders.

INTERIOR

The interior of the substation has been converted to television studios and administrative offices. It originally had two floors, the basement and the first floor. (See 1st Floor Plan "Before") One floor has been added (2008) within the main tall basilica space, which had been open from the first floor to the underside of the roof, a height of 46 feet, 6 inches. The new second floor is held back at the vestibules at the north and south entrances so that the full height of the building is visible at each vestibule from the main floor to the wooden deck at the underside of the roof. At the second floor, the trusses and the underside of the roof are visible along the east corridor, which is against the east wall of the main building. Also at the second floor, the studios back up to the west wall of the main building, the roof trusses are exposed in the studios, and a soundproof material was used on the underside of the roof. (Photo 6)

Original features that remain visible include the steel structure of I-beams and H-columns, which are exposed along corridors and side walls. The steel roof trusses (Photos 8) and the wood roof deck are visible as described above. Small sections of the concrete wall are exposed on the interior at the second floor. The east side aisle always had two floors, and the steel I-beams and H-columns that support the aisle's second floor are exposed along the east corridor in the main building. Other original features that are visible include the glazed buff brick, exposed on the exterior walls at the north and south vestibules, each of which is lit by an oversized round-arched window. Spanning the main tall basilica space (called the operating room), an original rolling crane with chains, block and tackle is visible from the north vestibule and from the second floor's north corridor. The cranes were presumably used to move the rotary converter and other heavy equipment.

As part of the 2008 rehabilitation, new gypsum-board partition walls were installed. New floor finishes are typically carpet or tile, and ceilings at the first floor and offices are acoustical tile. The first floor conference room and the vestibules have aluminum-framed, glass partition walls. (See 1st floor plan current, Photo 9)

The basement is exposed concrete with three thick concrete walls running north to south. The basement is used for storage and utilities.

[End Section 7]

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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.

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

ENGINEERING

TRANSPORTATION

Period of Significance

1909 - 1960

Significant Dates

1909

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Frederic F. Low; Robert S. Peabody (architects)

Stone & Webster (engineers)

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.

Period of Significance (justification) The period of significance represents the year the building was built through 1960 to allow for the typical 50-year cut-off to allow for perspective.

Criteria Considerations (explanation, if necessary)

EGLESTON SUBSTATION

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

Egleston Substation was an integral part of a transition for Boston's transit system as it changed to producing AC (alternating current) in its main power plant. The AC was transmitted to a new series of substations where it was converted to DC (direct current) that served the electric trolley system. Before implementing the entire plan for AC generation, there was one alternating-current generator at the Dorchester Power Station, which fed to the Egleston Square station.¹ Before this, Boston's transit system had a series of power stations generating DC power, which was not suitable for the planned expansion of the transit lines.

Designed in Italian Renaissance Revival Style and suggesting a basilica, Egleston Substation is one of the substations designed by the impressive team of Robert S. Peabody of Peabody & Stearns as architect, engineers Stone & Webster, and Frederic F. Low, architect with the Boston Elevated Railway (BERy). With some common features, such as scale, massing, and a colossal round-arched opening at the two gable ends of the building, the stations vary in exterior detailing, representing examples of the Neoclassical and Renaissance Revival styles. The high quality of architectural design and engineering that was commissioned for what might have been utilitarian buildings conveys the pride and significance attributed by the owners and many others to the BERY system and to the latest improvements that would expand trolley service in Metropolitan Boston.

The substation played an integral role in the history of Boston's public transit and was designed by internationally notable architects and engineers; it is eligible for listing in the National Register of Historic Places at the local level under criteria A and C.

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

Located at 3025 Washington Street in Roxbury, the Egleston Square substation was last used by the Massachusetts Bay Transportation Authority (MBTA) to convert AC (alternating current) electricity to DC (direct current) for use by its street railway cars and elevated cars. The Boston Elevated Railway Company (BERy), predecessor of the MBTA, built the substation in 1909. The Egleston Substation represents an intact example and the first of a series of stations designed to convert AC to DC power to run the street railway for BERY during a period of expansion. In operation from 1909 to 1987, it was among the oldest operating transit substations in the United States. It is no longer used as a substation, and the elevated railway that ran along Washington Street was demolished in 1987. Egleston substation retains integrity of location, design, materials, workmanship, and feeling, and remains at the edge of the commercial center known as Egleston Square.

The Boston Section of the Institute of Electrical and Electronics Engineers (IEEE) notes the historical importance of Boston's rail system: "Electric traction for large cities was first developed in Boston by the West End Street Railway Company beginning in 1889.² As a result of the company's pioneering efforts, large integrated mass transit systems took a foothold nationwide. Over 100 years later, electrical engineering traditions of safe, efficient and reliable electric power for Boston's rapid transit are still evident today."³ The substation played an integral role in the history of Boston's public transit and is thus eligible for listing in the National Register of Historic Places at the local level under criteria A and C.

¹ "MBTA Power Facilities," *Rollsign* 7 (November 1970): 11.

² The IEEE (Institute of Electrical and Electronics Engineers, Inc.) Milestones in Electrical Engineering and Computing program honors significant technical achievements in areas associated with IEEE. Milestones recognize the technological innovation and excellence for the benefit of humanity found in unique products, services, seminal papers, and patents. Each milestone recognizes a significant technical achievement that occurred at least twenty-five years ago in an area of technology represented in IEEE and having at least a regional impact. The dedication for the Power System of Boston's Rapid Transit was held in Boston on Nov. 10, 2004.

³ IEEE Boston Section Milestone Committee, "IEEE Milestone Nomination Proposal for Power System of Boston's Rapid Transit" (Boston, 2004), 2.

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Egleston Square

The Egleston Square neighborhood developed from a semi-rural area with small clusters of urban density in 1870, to an urban node of relatively dense commercial and residential districts, much of which was in place by the 1930s. Growth in the Egleston Square area went hand in hand with the growth of the streetcar, and later the elevated service. In 1873, large lots, estates, farms and some clusters of development had appeared around Egleston Square, especially near the Boston & Providence Railroad depot and along Shawmut Avenue (which later became Washington Street). The Codman and Amory families owned several of the largest lots, thus Amory Street and Codman Avenue were two of the earlier streets in the neighborhood. Streetcars were running along Washington Street from Roxbury to Jamaica Plain by the early 1870s. This in turn attracted more residential development, and later, commercial development to the Egleston Square neighborhood. Typical of Boston's transit pattern, the Egleston Square station became a transfer point between the elevated railway and streetcars which delivered passengers to Boston's southern neighborhoods.

In 1888, Columbus Avenue did not exist. Built between 1898 and 1901, the elevated railway ran down Washington Street with a stop in the middle of Egleston Square. BERY at that time had a large one-story wood-frame building at the southeast corner of the square (at the intersection of Washington St and Columbus Ave.) The neighborhood was characterized by predominantly wood-frame, detached triple-deckers, two-family, and single-family houses, commonly two or three stories. The buildings were of modest scale, tightly spaced on small lots. A great deal of this housing was occupied by workers from the breweries just west of Egleston Square. Only a few large estate parcels remained; most of the undeveloped land had been subdivided into small lots. The future site of Egleston Substation and the entire block on the east side of Bray Street were undeveloped at that time. To the northeast, the New England Hospital for Women & Children (presently Dimock Community Health Center) and Notre Dame Academy occupied extremely large parcels.

By 1915 Egleston Substation was in operation, a concrete parking garage had been built next door, and the number of brick apartment blocks increased substantially, although wood-frame, detached residential structures still predominated. Many of the subdivided lots nearby on West Walnut, Amory, Columbus Avenue, and Bray streets were still undeveloped. By 1931, many of the previously empty lots were occupied by residential buildings, many with garages at the rear. The number and scale of commercial buildings on Columbus and Washington had also increased. While it is well understood that the streetcar lines acted as a catalyst to the growth of the suburbs, the increasing density along the streetcar lines provided a growing ridership that spurred the improvements and further expansion of the transit system.

West End Railway and BERY

The Boston Elevated Railway Company was originally known as the West End Street Railway Company. West End, which subsequently consolidated several different horse-drawn streetcar companies, was founded on November 12, 1887, to provide electric trolley service from Boston to Brookline. In 1888, the company signed a contract for twenty electric trolley cars for a line from Park Street in downtown Boston to Brighton and Chestnut Hill that used an overhead power line system.⁴ In 1889 West End ordered twenty more electric motors from a different company that were used on a route between downtown Boston and Harvard Square, Cambridge. West End tested and compared the two different systems for six months; and on June 1, 1889, West End contracted the second company (Thomson-Houston⁵) for 600 motors and other equipment.⁶

By the time the last horse-drawn streetcar was retired in 1897, the West End Street Railway Company had replaced a fleet of 9,000 horses with electric streetcars.⁷ The result was an increase in speed and potential range for the rail lines. To power the streetcars, the company had built seven DC generating stations in downtown Boston, East Boston, Allston,

⁴ According to several sources, the earliest line was from Boston to Reservoir in Chestnut Hill and to Oak Square in Brighton. The line started at Park Street and then went from Charlesgate to Reservoir and from Charlesgate to Brighton. *The Boston Electrical Handbook*. Boston: The American Institute of Electrical Engineers, 1904:38; Louis P. Hager, *History of the West End Street Railway*. Boston, MA. January 1892: 12-13; John Winthrop Hammond, *Men and Volts*. The Story of General Electric, New York: J.B. Lippincott Company, p. 158. Boston Elevated Railway, *Boston Elevated Railway 1899 – 1915 [Route Maps]* Brookline 1899 – 1915. accessed at <http://www.wardmaps.com/viewasset.php?aid=9593>

⁵ Thomson-Houston later merged with Edison General Electric to form the General Electric Company. <http://www.ge.com/company/history/edison.html>

⁶ "IEEE Nomination," 6-7; *Men and Volts*, p. 159.

⁷ "IEEE Nomination," 6, 9.

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Dorchester, Charlestown, Harvard Square, and East Cambridge.⁸ The station in downtown Boston was the Central Power Station, built between 1889 and 1891, and located between Harrison Avenue and Albany Street.⁹

By 1904, the West End Street Railway Company had changed its name to the Boston Elevated Railway Company (BERy).¹⁰ The surface rail lines were integrated with the elevated lines and the subway lines, and they were all powered and operated by BERy, creating the country's first single, comprehensive transit system.¹¹ The IEEE Milestone Nomination Proposal notes,

The overall transit system then consisted of 421 miles of tramway tracks and 16 miles of elevated tracks, all within a radius of seven miles from downtown Boston. The 1904 transit company had 1550 closed tramway cars, plus a similar number of open cars and 174 elevated cars. Power was furnished by eight generating stations, all operating at 550 volts DC with track return. The power system had a capacity of 36 megawatts.¹²

While other electric rail systems produced AC electricity at a single central power station and transmitted that electricity to substations that then converted the electricity to DC for use by the rail lines, Boston's system produced DC electricity at a variety of linked but independent power stations.¹³ However, this power-generation scheme did not last. Although it was cost-effective at first, it could not support the increased demand for power caused by the expansion of the transit lines.¹⁴ Most of the power stations built up to 1909 were located on tidewater. To fuel the stations, BERy transported coal late at night along the rails from its coal pocket on Boston Harbor.¹⁵ Building new DC generating stations further inland to supply the extended lines would have meant transporting coal great distances and finding water sources for steam. The problem with this system of independent power stations was fuel cost, and as early as 1905 the DC power-generation system was becoming strained.¹⁶ The advantages of AC are that it can be relayed long distances without losing power, and the voltage can be reduced or increased by the use of a transformer. DC power begins to lose strength when it is sent distances beyond one mile, but it is preferable for certain uses, such as powering traction motors for transit systems, which at the time ran on 600 volts.

In 1908, BERy hired the Stone & Webster Engineering Corporation to investigate the power problem. Stone & Webster's analysis showed that the more economical method to produce electricity would be to generate AC electricity at a central station, then transmit that electricity along underground high-tension wires to rotary converter substations.¹⁷ According to a BLC survey, the Egleston Substation was built on an experimental basis before the new AC power station was constructed.¹⁸ Put into commission on December 31, 1909, the Egleston Substation had three 1,000-kilowatt rotary converters that were powered by the Dorchester Power Station.¹⁹ Westinghouse manufactured the converters, Westinghouse and GE manufactured the transformers, and Weston and GE manufactured the meters. Late in 1910, BERy, apparently pleased with the results of the Egleston Square substation experiment, authorized approximately \$3.75 million to convert its power generation system to AC.²⁰

On January 26, 1911, contractors broke ground on a new power station in South Boston. By the end of that year, the new power station was finished, five of the six new substations were completed, and 85% of the transmission lines were laid.²¹ In addition to Egleston Square, five other new substations were built to hold rotary converters including Coolidge Corner, Brookline (MHC #445, 19 Webster Street), Roslindale (MHC #10767, 4228 Washington Street), Kendall Square,

⁸ Ibid., 11.

⁹ Ibid., 10.

¹⁰ Ibid., 11.

¹¹ Ibid., 11, 14.

¹² Ibid., 11.

¹³ Ibid., 11.

¹⁴ "Power Generation and Distribution System of the Boston Elevated Railway," *Electric Railway Journal* 38, no. 27 (December 1911): 1313.

¹⁵ "IEEE Nomination," 12.

¹⁶ Ibid., 12.

¹⁷ Ibid.; "Power Generation," 1319.

¹⁸ Boston Landmarks Commission, "Building Information Form, 3025 Washington Street." (Boston: BLC, 1981).

¹⁹ "MBTA Power Facilities," *Rollsign* 7 (November 1970): 11.

²⁰ "Power Generation," *Electric Railway Journal*, 1315.

²¹ Ibid.

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Cambridge (Main Street, near Broadway, demolished 8/19/1989), Arlington (MHC #678, 5 Water Street), and Malden Substation (68 Middlesex Street, demolished after Sept. 1979).²² The Arlington Substation has been converted to doctors' offices. Coolidge Corner is apparently in use.²³ Egleston Substation houses the Boston Neighborhood Network, a public access media arts center and cable station. The Roslindale Substation has been vacant since it closed and it was considered for redevelopment, which has not yet occurred.

A contemporary description of the design for the substations was included in an article about the electrical system in Electric Railway Journal. "The rotary foundations in all cases are built to take either a 1000-kw or a 2000-kw machine. . . . The interior walls have a wainscot of tile-glazed bricks and above the wainscot the walls are faced with buff pressed bricks."²⁴ A later study indicated that the Egleston substation had originally been equipped with three 1,000-kw rotary converters, which were later adapted to higher capacity.

The six substations, which served the same use and had to house the same machinery and operations, were similar in plan and layout. They had a basement and first floor, which had a tall open space to the underside of the roof. The rotary converters were set in openings in the concrete floor, lined up along the long axis of the building with a row of transformers, a switchboard, and other equipment set parallel to the row of converters along the wall and at the mezzanine level.²⁵ The architectural styles are described as Neoclassical and Renaissance Revival, a clear gesture to their intended prominence. The general massing is a rectangular box with a frontispiece; all of the other substations had flat roofs.

Each of the stations had a colossal round arch on the primary elevation with multi-light glazing above and doors in the lower section. Egleston was the only stucco-clad building; the other stations were brick with cast-stone trim. Unlike Egleston they had a shallow projecting pavilion at the facade, most of which were pedimented. In the other substations the pedestrian and industrial/equipment entrances were separate. The pedestrian entrances are on the side elevation, reached by a stair, and the industrial doors are over one story tall, whereas the first floor of Egleston is at grade at the front, and the only access is through the front or rear doors under the arch. Each of the other substations also has monumental round-arched windows along the side elevations, while Egleston does not.

Frederic F. Low was listed as the architect on the building permit for the Egleston Substation; the consulting architect was Robert S. Peabody of Peabody and Stearns. Stone & Webster was the building's engineer.²⁶ The substation stayed in operation at least until 1984, when a BLC survey noted that "Egleston substation may be the longest-operating substation for rapid transit in America, with some of its original equipment still in use."²⁷ The elevated line that went through Egleston Square stopped running in May 1987, so presumably the substation was in operation until then.²⁸

The Metropolitan Transit Authority (MTA), a political subdivision of the Commonwealth of MA, was established on August 29, 1947, at which time the MTA took over the Boston Elevated Railway and purchased all of its outstanding stock. It originally served 14 cities and towns in Metropolitan Boston. The state legislature voted in June 1964 to create the Massachusetts Bay Transportation Authority (MBTA, known as the "T"), also a political subdivision of the Commonwealth, which expanded services to 78 communities. As part of the services, the Massachusetts Bay Commuter Rail is under contract with the MBTA, which runs commuter trains on 12 routes throughout eastern Massachusetts.

²² An East Boston substation (1911) is also listed in some contemporary accounts of the new system of AC generation and conversion to DC. However, the East Boston building was built to replace an existing power station on the same lot and may not have been planned as part of the new power system. Stone & Webster, *Public Service Journal*: 34-35 and Fig. 3-14.

²³ "MBTA DRAFT Capital Investment Program FY2009 – FY2014." Accessed at:

http://www.mbtta.com/uploadedfiles/About_the_T/Financials/Z%209-14%20Draft%20CIP.pdf

²⁴ "Power Generation and Distribution System, the Boston Elevated Railway." Electric Railway Journal, Vol. 38, No. 27. Dec. 30, 1911.

²⁵ The crane at Coolidge Corner was described as a "25-ton hand-operated traveling crane." The equipment was reportedly the same at all substations. "Power Generation and Distribution System of the Boston elevated Railway." Electric Railway Journal 38, no. 27 (December 1911).

²⁶ Boston Landmarks Commission, "Building Information Form, 3025 Washington Street." (Boston: BLC, 1984).

²⁷ Ibid.

²⁸ *The Boston Globe* (Boston), 2 May 1987.

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County and State

Frederic F. Low

Frederic F. Low lived in Gloucester, MA as a child, and graduated from MIT in 1893. He and his wife May lived in Gloucester when they were first married (1900), and moved to Arlington, MA where they lived from 1910 to 1930. From 1910 to 1920 he was employed as an architect by the Boston Elevated Railway. The MIT Alumni Association directory, in 1912, listed Low as the chief draughtsman of the Architectural Division of the Boston Elevated Railway. At the same time, he was listed in city directories under his own name (in 1915 and 1921) as an architect with an office in Boston suggesting that he was also working as a sole practitioner. He did not appear in the 1926 or 1932-33 Boston city directories, but he did appear in the 1930 census still working as an architect, but not for BERY. Low appears in MACRIS as the architect for only one other building: the Wilson House at 278 Clinton Road in Brookline (MHC #2024).

Robert Swain Peabody

Robert Swain Peabody (1845–1917) was one of the eminent partners of the Boston firm of Peabody & Stearns, which he formed with John Goddard Stearns. Over almost 40 years, the firm's distinguished and influential work covered the range from urban and country residences to power stations for the Boston Elevated Railway, the Massachusetts Building and Machinery Building for the 1892 World's Columbian Exposition in Chicago, commercial buildings, churches, and schools. Their work is found in many major cities and in former resort areas such as Lenox, MA, Newport, RI, and in Maine. A graduate of Harvard College, Peabody studied at the Ecole des Beaux Arts. He was a proponent of the Colonial Revival style. He served as president of the Boston Society of Architects, had a one-year term as president of the national AIA, and was designated a Fellow (FAIA) in 1889. He was the unpaid chairman of the Boston Parks Department.

Stone & Webster

The firm of Stone & Webster was founded in 1889 by MIT graduates Charles A. Stone and Edwin S. Webster. It would grow to become an international firm with numerous divisions in engineering and construction of utilities, manufacturing facilities, and also in investing. Getting their start in the field of electrical engineering, the two partners soon expanded the company to the design, construction, and operation of hydroelectric and coal-fired power plants. They also designed and managed several projects for electric street lighting and electric-powered street railways. By 1910, "14 percent of the nation's total electrical generating capacity had been designed, engineered, and built by Stone & Webster."²⁹ They undertook numerous military construction projects in World War I, the largest being Philadelphia's Hog Island Ship Yard, which had wartime employment of 35,000. By downsizing and depending on its consulting and engineering business, Stone & Webster survived the Great Depression of the 1930s. In addition to their engineering work, the two founders individually invested or served as directors in various utility, manufacturing, and investment companies. During World War II, they designed and built factories for manufacturing all manner of military supplies, equipment and arms. Among their wartime innovations, Stone & Webster developed a process to manufacture synthetic rubber, and the company "subsequently designed or built all U.S. plants for the production of butyl rubber."³⁰ As part of the Manhattan Project, Stone & Webster was commissioned to build the uranium-enrichment facility at Oak Ridge, TN. Not surprisingly, they subsequently built the country's first nuclear power plant in Shippingport, PA. With difficulties blamed in part on management, the company declared bankruptcy in 1999 and was acquired by the Shaw Group. As a subsidiary of the Shaw Group, Stone & Webster continues to operate as an international engineering and consulting group.

For more than 100 years, Stone & Webster's projects and influence have been international in scope; they are credited with numerous innovations and engineering designs. In 1889 they worked for the West End Street Railway (the precursor to BERY) to make the transition from horse-drawn trolleys to streetcars powered by electricity, the first in the country for a large street railway system.

²⁹ <http://www.fundinguniverse.com/company-histories/Stone-amp-Webster-Inc-Company-History.html>

³⁰ Ibid

EGLESTON SUBSTATION

Name of Property

SUFFOLK COUNTY, MA

County and State

Current Status

In 2005, much of the equipment was still in place, but otherwise the building was empty, missing its roof, and in disrepair, suggesting that it had not been used since the substation stopped working in 1987. In late 2005, two local organizations purchased the substation and renovated it to house studios and administrative offices for Boston Neighborhood Network Television, a public access media arts center. The project was completed in the spring of 2008. Except for the rolling crane, the remaining power equipment was removed to make use of the floor space inside the building, and the rehabilitation received LEED Silver Certification.

[End Section 8.]

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.)

Boston Landmarks Commission. "Building Information Form, 3025 Washington Street." Boston: BLC, 1984.

Bromley, G. W. & Co. *Atlas of City of Boston, Maps of Roxbury, City of Boston*, Vol. 2, 1873 1906, 1915, 1931

Hager, Louis P. *History of the West End Street Railway*. Boston, MA. January 1892.

Hopkins, G. M. & Co.. *Atlas of Suffolk County, Wards 13, 14, & 15, City of Boston*. Vol. 2 1873.

IEEE Boston Section Milestone Committee. "IEEE Milestone Nomination Proposal for Power System of Boston's Rapid Transit." Boston: 2004.

"Power Generation and Distribution System of the Boston Elevated Railway." *Electric Railway Journal*. 38, no. 27 (December 1911).

Sanborn Fire Insurance Company. New York, New York. *Insurance Maps Boston Massachusetts*. Vol. 3, 1888, 1897, 1919.

Zaitzevsky, Cynthia R. *Boston Elevated Railway Company, Elevated Mainline Structure*. Historic American Engineering Record, HAER MASS, 13-BOST, 127; Photos: HAER MASS, 13-BOST,127-55 and 13-BOST,127-56

[End Section 9.]

EGLSTON SUBSTATION
Name of Property

SUFFOLK COUNTY, MA
County and State

Previous documentation on file (NPS): HPCA # 18,669
 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): _____

10. Geographical Data

Acreage of Property Less than 1 acre
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>19</u>	<u>327155</u>	<u>4687093</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

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

The nominated property is Boston Assessor's Department Parcel 1101004000.

Boundary Justification (Explain why the boundaries were selected.)

The nominated property includes the entire parcel historically associated with the Egleston Substation.

[End Section 10.]

11. Form Prepared By

name/title Leslie Donovan and Rachel Consolloy Nugent, with Betsy Friedberg, NR Director, MHC
organization Massachusetts Historical Commission date OCTOBER 2010
street & number 220 Morrissey Boulevard telephone (617) 727-8470
city or town BOSTON state MA Zip code 02125
e-mail donovanl@erols.com

EGLESTON SUBSTATION

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: Egleston Substation

City or Vicinity: Boston (Roxbury)

County: Suffolk

State: MA

Photographer: Kate Matison

Date Photographed: 2010

Description of Photograph(s) and number:

1. Main (southeast) entrance, facing north
2. Southwest façade, with entrance gate, facing north
3. Bray Street façade, rear entrance, facing south
4. Detail, Bray Street façade, facing south
5. Detail rear entrance, facing southeast
6. Interior, studio, showing visible trusses
7. Interior, main entrance windows, facing south
8. Interior, visible trusses, east corridor
9. Interior, main entrance doorway, facing south

Property Owner:

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

name EGLESTON STATION LLC - ATTN: NOAH MASLAN

street & number 6 FANEUIL HALL MARKETPLACE

telephone (617) 989-9313

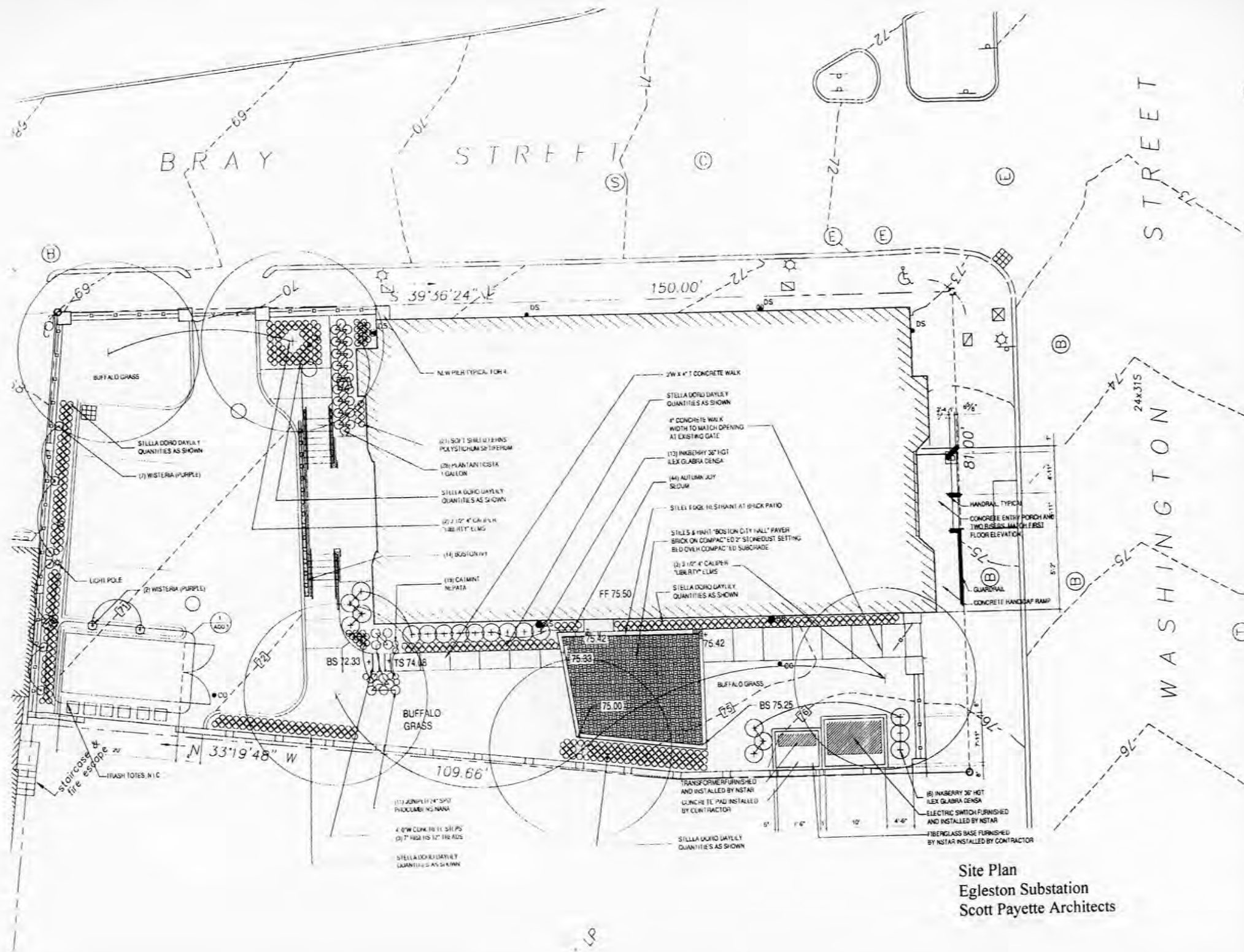
city or town BOSTON

state MA

zip code 02109

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.



BRAY

STREET

STREET

WASHINGTON

S 39°36'24" E

150.00'

N 33°19'48" W

109.66'

24x315

Site Plan
Egleston Substation
Scott Payette Architects

BUFFALO GRASS

STELLA DORIS DAYLEY
QUANTITIES AS SHOWN

(7) WISTERIA (PURPLE)

NEW PIER TYPICAL FOR 4

(21) SOFT SHELL TREES
PLANTING SPECIES
1 GALLON

(22) PLANTING SPECIES
1 GALLON

STELLA DORIS DAYLEY
QUANTITIES AS SHOWN

(2) 2 1/2" 4" CALIBER
LIBERTY ELMS

(4) BOSTON IVY

(18) CALMINT
REPATA

2W x 4' T CONCRETE WALK

STELLA DORIS DAYLEY
QUANTITIES AS SHOWN

4" CONCRETE WALK
WIDTH TO MATCH OPENING
AT EXISTING GATE

(13) INKBERRY 30" HGT
ILEX GLABRA Densa

(44) AUTUMN JAY
SEEDS

STILES EDGE FLASHING AT BRICK PAVING

STILES & HUNT 'BOSTON CITY HALL' PAVED
BRICK ON COMPACTED 2" STONE DUST SETTING
BED OVER COMPACTED SUBGRADE

(2) 3 1/2" 4" CALIBER
LIBERTY ELMS

STELLA DORIS DAYLEY
QUANTITIES AS SHOWN

HANDRAIL TYPICAL

CONCRETE ENTRY PORCH AND
THROSSING MATCH FIRST
FLOOR ELEVATION

GUARDRAIL

CONCRETE HANDICAP RAMP

FF 75.50

75.42

75.33

75.00

75.42

75.00

75.42

75.00

75.42

75.00

75.42

75.00

75.42

TRANSFORMER FURNISHED
AND INSTALLED BY NSTAR
LUNCHED PAD INSTALLED
BY CONTRACTOR

STELLA DORIS DAYLEY
QUANTITIES AS SHOWN

(8) INKBERRY 30" HGT
ILEX GLABRA Densa

ELECTRIC SWITCH FURNISHED
AND INSTALLED BY NSTAR

FIBERGLASS BASE FURNISHED
BY NSTAR INSTALLED BY CONTRACTOR

staircase &
fire escape

TRASH TOTES N/C

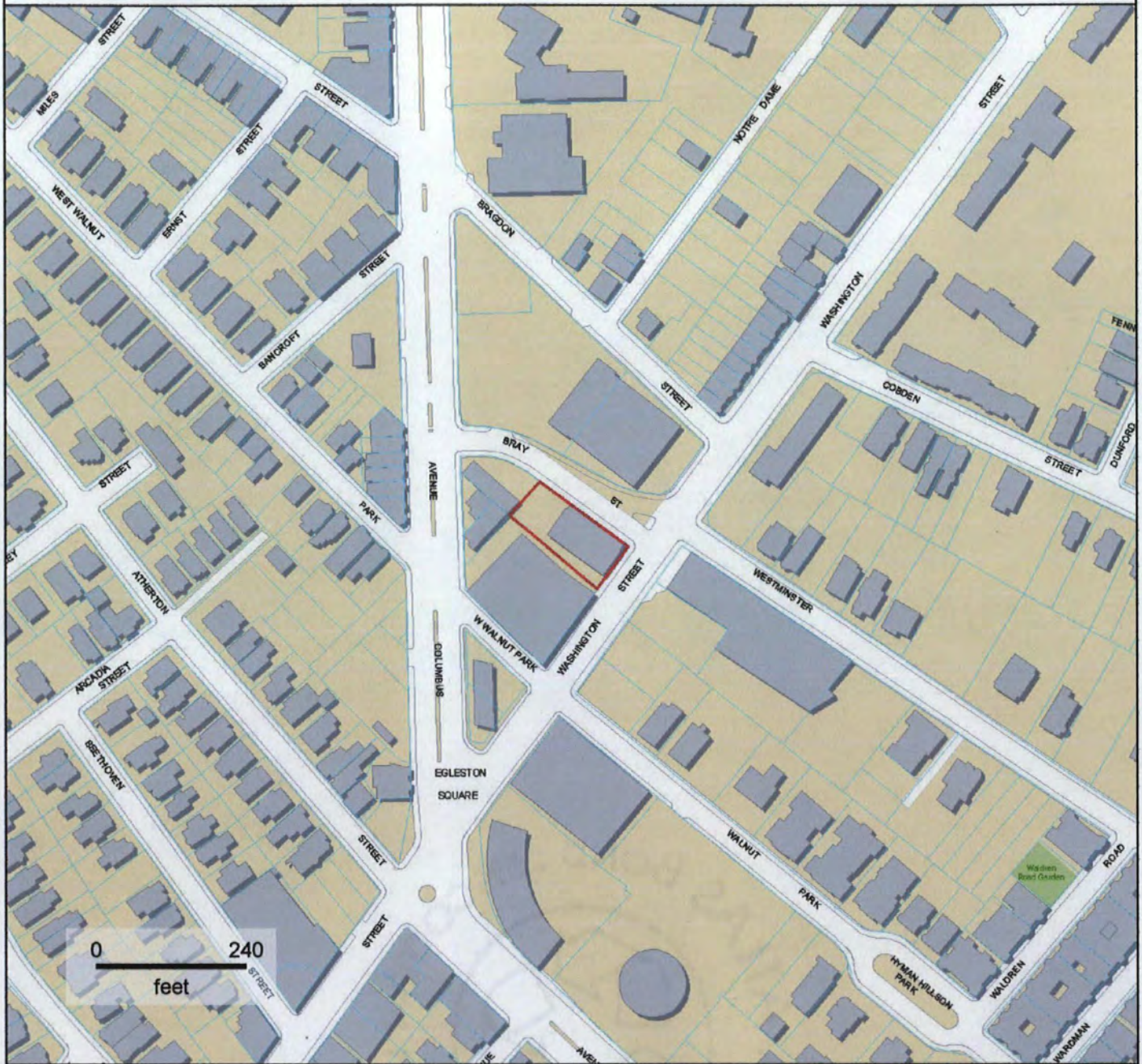
(11) JUNIPER 24" SPOT
PROCLAMA NANA

4 6" W CONCRETE SLABS
(2) 7" HIGH 15" 12" TRAILS

STELLA DORIS DAYLEY
QUANTITIES AS SHOWN

LP

Egleston



Property Information

Parcel ID	1101004000
Owner	EGLESTON STATION LLC
Address	3025 WASHINGTON ST
Property Type	0435
Building Value	\$839,100.00
Land Value	\$183,900.00
Total Value	\$1,023,000.00
Lot Size	11843 sq ft
Land Use	Industrial



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

The City of Boston makes no claims, no representations, and no warranties, expressed or implied, concerning the validity (expressed or implied), the reliability, or the accuracy of the GIS data and GIS data products furnished by the City, including the implied validity of any uses of such data. The use of this data, in any such manner, shall not supercede any federal, state or local laws or regulations.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Egleston Substation
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 11/08/10 DATE OF PENDING LIST: 12/13/10
DATE OF 16TH DAY: 12/28/10 DATE OF 45TH DAY: 12/24/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001066

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 12.27.10 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

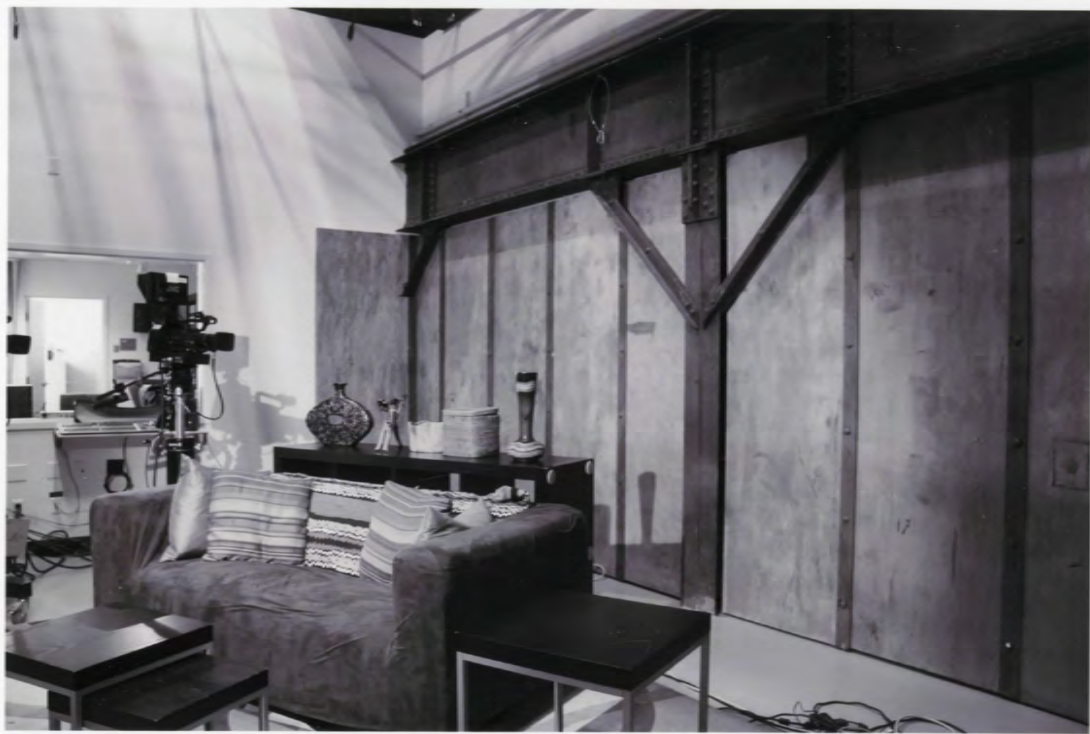
If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



















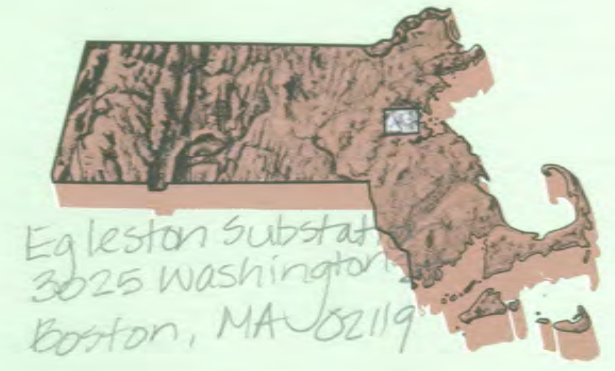
Egleston Substation
2028 Washington Street
Boston, MA 02119

7.5 X 15 MINUTE SERIES (TOPOGRAPHIC)

BOSTON SOUTH, MASSACHUSETTS

Boston South MASSACHUSETTS

1:25 000-scale metric topographic map



7.5 X 15 MINUTE QUADRANGLE SHOWING

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



Egleston Substation
2028 Washington Street
Boston, MA 02119

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. New edition 1987. Superimposed Newton and Boston South 1:25,000-scale maps dated 1979.

Selected hydrographic data compiled from NOS charts 13270 (1982) and 13272 (1985). This information is not intended for navigational purposes. Projection and 1000-meter grid: Universal Transverse Mercator, zone 19. 15,000-foot grid ticks based on Massachusetts coordinate system, mainland zone. 1927 North American Datum. To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 42 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
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHOULDER SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.5 METERS

THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS

Meters	Feet
1	3.2808
2	6.5617
4	13.1234
6	19.6851
8	26.2468
10	32.8084



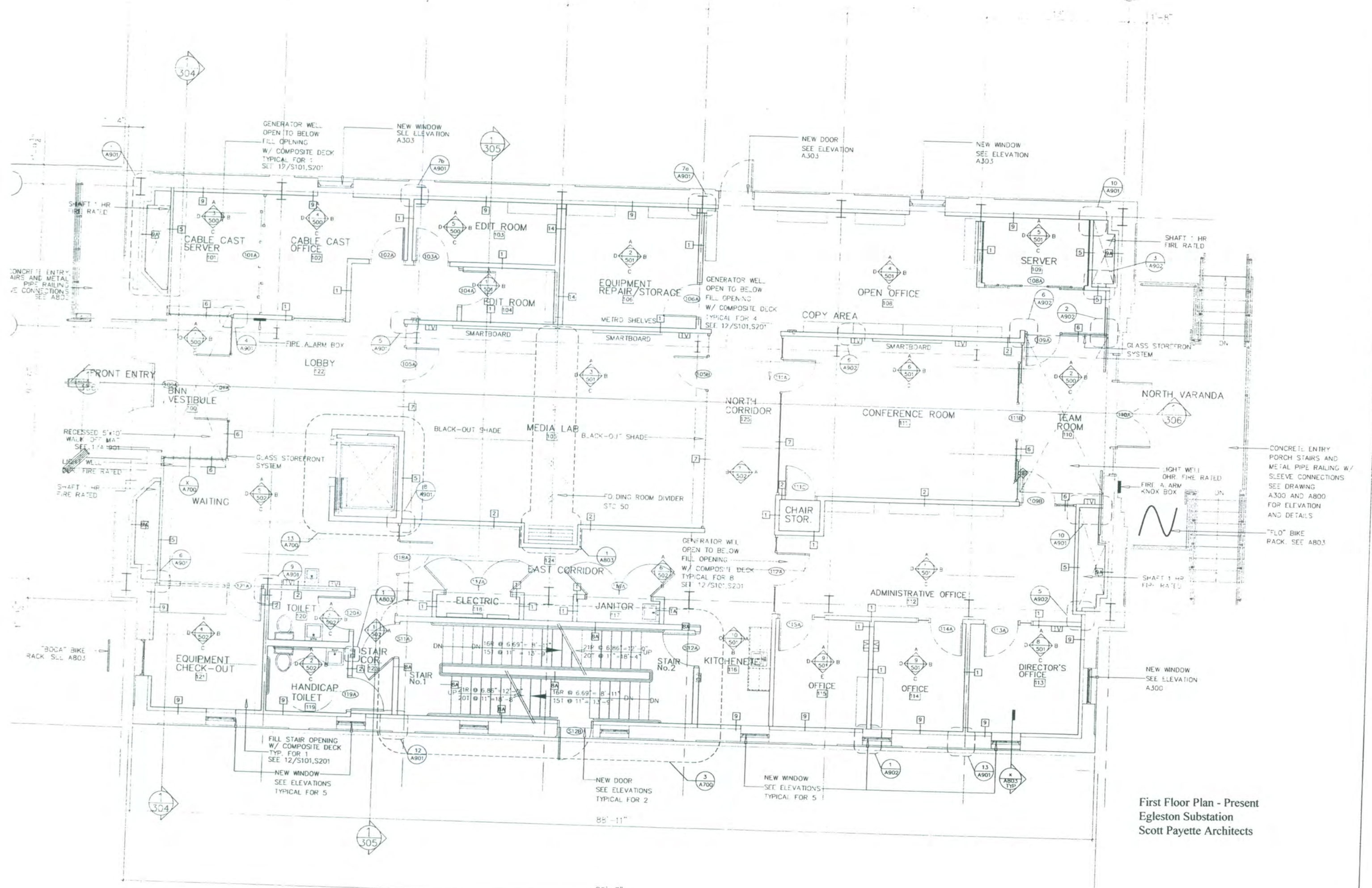
Topographic Map Symbols

- Primary highway, hard surface
- Secondary highway, hard surface
- Light-duty road, hard or improved surface
- Unimproved road, road
- Route marker: Interstate, U. S. State
- Railroad: standard gage; narrow gage
- Bridge; drawbridge
- Footbridge; overpass; underpass
- Build-up area; only selected landmark buildings shown
- House; barn; church; school; large structure
- Boundary:
 - National; with monument
 - State
 - County; parish
 - Civil township, precinct, district
 - Unincorporated city, village, town
 - National or State reservation; small park
 - Land grant with monument; found 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
 - Windmill; water well; spring
 - Mine shaft; prospect; adit or cave
 - Control: horizontal station; vertical station; spot elevation
 - Contours: index; intermediate; supplementary; depression
 - Disturbed surface: strip mine, lava, sand
 - Soundings: depth curve
 - Perennial lake and stream; intermittent lake and stream
 - Rapids, ledge and small falls; large and small falls
 - Submerged marsh; marsh, swamp
 - Land subject to controlled inundation; woodland
 - Sand; mangrove
 - Drained; vineyard

see restoration
4. For finishes
A904.

KEY NC LEGEN

- 1. First Floor Elev
- 2. Millwork and E
- Cable Cast Serve
5 bay equipm
- Cable Cast Office
4
- Edit Rooms:
2-48" Shelves
- Server Room:
2 bay equipm
2-4x8" painted
boards
- Conference:
1-77" Diagonal
- Media Room:
2-77" Diagonal
- Administrative Offi
6-48" Shelves
2-72" Shelves
- Offices:
2-48" Shelves



CONCRETE ENTRY PORCH STAIRS AND METAL PIPE RAILING W/ SLEEVE CONNECTIONS SEE DRAWING A300 AND A800 FOR ELEVATION AND DETAILS
"FLO" BIKE RACK SEE A803
LIGHT WELL OHR. FIRE RATED
FIRE ALARM KNOX BOX
SHAFT 1 HR FIRE RATED

First Floor Plan - Present
Egleston Substation
Scott Payette Architects

RECEIVED BF

AUG 16 2010

MASS. HIST. COMM



August 11, 2010

Ms. Brona Simon
Executive Director
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Re: Egleston Substation, 3025 Washington Street, Roxbury
BLC Support of National Register of Historic Places Nomination

Boston
Landmarks
Commission

City of Boston
The Environment
Department

Boston City Hall/ Room 805
Boston, Massachusetts 02201
617/635-3850
www.cityofboston.gov/landmarks

Susan D. Pranger, Chair
Cyrus Field, Vice-Chair
John Amodeo
David Berarducci
David Colton
John Freeman
Susan Gogonian
Thomas Herman
Kirsten Hoffman
Thomas Hotelling
Adam Hundley
Diana Parcon
Jeffry Pond
Yanai Tsipis
Charles Vasiliades
Richard Yeager
Ellen J. Lipsey, Exec. Director

Dear Ms. Simon:

The Boston Landmarks Commission is very pleased to support the listing of the Egleston Substation, 3025 Washington Street, Roxbury, in the National Register of Historic Places.

The BLC unanimously voted to support the listing of the Egleston Substation in the National Register of Historic Places at its August 10, 2010 public meeting.

Thank you for providing the BLC with the opportunity to support this deserving nomination. BLC staff looks forward to the MHC's review of this nomination at its September 8, 2010 quarterly meeting.

Sincerely,

Emily Wolf
Architectural Historian

Cc: Betsy Friedberg, National Register Director, MHC
Leslie Donovan, Tremont Preservation Services

VOTE TO SUPPORT THE LISTING OF THE EGLESTON SUBSTATION,
3025 WASHINGTON STREET, ROXBURY IN THE NATIONAL REGISTER OF HISTORIC PLACES

MOTION: C. Vasiliades SECOND: D. Parcon
IN FAVOR: C. Vasiliades, T. Herman, K. Hoffman, A. Hundley, C. Field, J. Pond,
D. Berarducci, J. Amodeo, D. Parcon. OPPOSED: none.



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

October 28, 2010

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:

Egleston Substation, 3025 Washington Street, Boston [Roxbury] (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,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Leslie Donovan, consultant
Emily Wolf, Boston CLG coordinator
Thomas Menino, Mayor, City of Boston
Susan Pranger, Boston Landmarks Commission
Noah Maslin, Egleston Station LLC