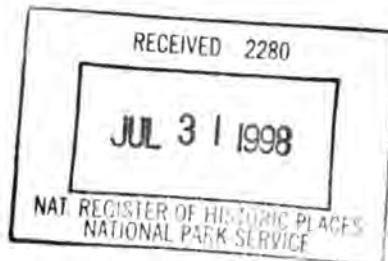


United States Department of the Interior
National Park Service

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name SWAMPSCOTT RAILROAD DEPOT

other names/site number _____

2. Location

street & number 10 Railroad Ave., not for publication

city or town Swampscott vicinity _____

state MASSACHUSETTS code MA county ESSEX code 009 zip code 01907

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Judith B. McDonough
Signature of certifying official/Title Judith B. McDonough, Executive Director
Massachusetts Historical Commission, State Historic Preservation Officer

7/16/98
Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- ☒ entered in the National Register
- ☐ See continuation sheet.
- ☐ determined eligible for the National Register
- ☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other (explain): _____

Signature of the Keeper

Date of Action

Edson H. Beal

8-28-98

SWAMPSCOTT DEPOT

Name of Property

ESSEX, MA

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

(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

buildings

sites

structures

objects

1

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

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: rail-related depot

Current Functions

(Enter categories from instructions)

TRANSPORTATION: rail-related (vacant)

7. Description

Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN; Stick/Eastlake

Materials

(Enter categories from instructions)

foundation STONE/ CONCRETE

walls WOOD/CLAPBOARD

roof SLATE/SHINGLE

other STEEL BEAMS (inserted)

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheet)

**United States Department of the Interior
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Continuation Sheet****Swampscott Railroad Depot
Swampscott (Essex Co.), Massachusetts**Section number 7 Page 1**7. DESCRIPTION**

The Swampscott Railroad Depot is a state property in the Town of Swampscott, Massachusetts, a suburban district north of Boston. The site is located at 10 Railroad Avenue, adjoining the commuter railroad route of the Massachusetts Bay Transportation Authority (MBTA), current owner of the property, under lease to Transit Realty Associates.

The depot parcel is composed of ½ acre, primarily for parking spaces with the railroad depot station located in the center of the site, half a mile from Swampscott Center. The depot dates from 1868-71 with the development of Swampscott as a summer beach resort by the Eastern Railroad. The depot retains its original wood frame form that reflects the Late Victorian design of railroad suburban architecture in New England with details of the Eastlake Style in the post-Civil War period.

Alterations to the building were undertaken after a fire in 1954 and a railroad platform adjustments undertaken by the state commuter railroad authority. A recent restoration in 1986-89 stabilized the projecting canopy roof with steel beams with resulting loss of some of the elements of the interior waiting room. The original exterior features remain intact, including the canopy braces, window frames, clapboard siding, slate roof and cupola, with original interior details preserved in the basement and attic story.

The Swampscott Railroad Depot parcel contains no resources previously listed on the National Register.

Site Development

The present depot is located near the site of the first Swampscott Station erected shortly after the opening of the Eastern Railroad in 1838 between Boston and Salem. The original station was reported as a small building (10' x 20') located on the SW side of the railroad crossing at Burrill Street, c. 1840. The present depot is dated to 1868-71 and is located along the northbound tracks between Burrill and Pine Streets, now Railroad Avenue, with a passenger platform on the southbound tracks, now Columbia Street, outside the parcel in question. In 1895 the Burrill Street railroad crossing was replaced by an underpass bridge for the Boston and Maine (B&M) Railroad. Further site changes

(continued)

**United States Department of the Interior
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Swampscott (Essex Co.), Massachusetts**Section number 7 Page 2

have occurred since 1976 with commuter railroad operations by the MBTA, including expansion of parking space facilities on the site, and construction of pedestrian rampways to the station platforms.

Building

As originally constructed, the Swampscott Railroad Depot was built as a commuter railroad station during 1868-71 by the Eastern Railroad (later the Boston & Maine Railroad, now the MBTA). The building is a rectangular, single-story, Stick Style structure topped with a hip-roofed and cupola set on a high brick foundation, measuring 25' x 50' with a 10' projecting canopy.

Architectural Style

The Swampscott Depot was designed in the wood-frame Eastlake or Stick Style fashionable after the Civil War. Inspired by Swiss Chalet examples, the decorative style was promoted by Charles Eastlake of England and American followers such as George Woodward, both with design books published in 1868. The Depot follows closely with other Eastern Railroad stations built during the period 1868-74 under the supervision of George W. Cram (1805-1893), a Boston house builder and lumber dealer who was the likely design architect. The Eastern Railroad design followed a standard style noted by a hip-roof, wood-frame station house surrounded by a broad projecting canopy, supported by bracketed braces and highlighted by scalloped jigsaw scrollwork under the canopy eaves, distinguished by pierced drill holes in repeated patterns. Larger stations had attic dormers with scrollwork details and a central clock cupola. Such stations are known for the Conway Branch of the Eastern Railroad built in New Hampshire, with a surviving example at Wolfeboro, NH.

The plan of the Swampscott Depot follows a typical railroad station form of the post-Civil War period. The rectangular frame is aligned along the platform tracks with projecting box bays for the ticket and telegraph windows to form a cruciform outline. Two sets of entry and exit doors are located to either side of the box bays, likely separate doorways for men and women to the interior waiting room on the main floor. A chimney stack on the Railroad Avenue side locates an original stove heating fixture for the waiting room. A second story attic was likely used for storage with access to the clock tower mechanism, while a basement level was used for coal storage and possibly baggage with an access stairway bulkhead, now sealed under the parking lot.

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Swampscott (Essex Co.), Massachusetts**Section number 7 Page 3

The Eastlake-Stick Style features of the Swampscott Depot are the most obvious in the wood frame details of the main station and the cupola that follows established designs of Eastern Railroad Stations from 1868-74. The most distinctive features are the paired support brackets for the projecting canopy roof. Ten bracket pairs with Eastlake scalloped joints, and single braces on either side of the ticket bays mark the Stick Style features as an obvious form of functional framing for the depot design. Equally obvious are the bold window features with Gothic molded lintels and cross-braced sills that outline the 2/2 sash frames against the clapboard siding. Similar Gothic molded frames surround the doorways, each with double-leafed plate glass windows. The effect of the highlighted wood framing is marked in the broad corner boards that outline the frame of the station. The Eastlake-Stick Style motif is carried through to the clock cupola with cross-braced boards above the clock stage, again outlined with broad corner boards. A jerkinhead roof and tall steeple cap with scalloped wood shingles give distinctive profile to the clock cupola staging.

As originally designed, the Swampscott Depot had scalloped jigsaw work attached under the projecting canopy eaves and the eaves of the main station building. The effect was a double sequence of decorative scrollwork as seen from the street and railroad platform, highlighted by the distinctive pierced filigree design typical of the Eastern Railroad. The decorative scheme was further carried out in the hooded dormers on the attic roof, with three sets facing the street and platforms and two sets facing the side bays. The dormers were detailed with shingle siding and miniature brackets under the broad hooded roofs. A large clock was set in the cupola, with two faces for the entrance and platform sides, the steeple capped by a copper weather vane, likely with Eastern Railroad insignia. These decorative features of the scroll eaves, attic dormers, clock face and weather vane were removed after 1954 following a fire.

Two earlier Eastern Railroad stations survive in neighboring towns: the Maplewood Depot in Malden and the Cliftondale Depot in Saugus. These were built in Italianate Style in 1853-54 for the Saugus Branch Railroad, acquired by the Eastern in 1855 and by the B & M in 1884. These are among the earliest examples of suburban Boston railroad stations and predate the Swampscott Depot by a full generation.

Dating Sequence

Dating of the Swampscott Depot is traditionally given as 1872, while the Swampscott Historical Commission survey inventory form defines the date as 1868, based on

(continued)

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Swampscott (Essex Co.), MassachusettsSection number 7 Page 4

unknown historical sources. The 1872 Beers *Atlas of Lynn and Swampscott* shows the "Depot" within the site of the present station. This location is confirmed by a photolithograph view of Swampscott, Essex Co., published by J.H. Bufford in 1871 from a photograph by F.M. Smith. The 1871 Bufford view shows the "E.R.R. Station" from the western side of Burrill Street with specific details of the clock cupola that match later photos taken from the eastern side of Railroad Avenue. The Bufford view confirms that the depot was in place by 1871 and is located on the 1872 Beers Atlas. Research for dating prior to 1871 is dependent upon unavailable Swampscott assessment records. The dating matches with the availability of Eastlake and Shingle Style design books after 1868 and the similarity of other Eastern Railroad station designs in Massachusetts and New Hampshire from 1868-74.

A disastrous 1871 train wreck at Chelsea Junction caused public investigation of the Eastern Railroad's operations. Construction of elaborate depots after that date appears to be a response by the carrier to regain public confidence. Two years later the collapse of the stock market caused a national recession that effectively bankrupted the Eastern Railroad by 1875.

Original Site Landscaping

The depot's original site area can be generally reconstructed from early maps and photos. The 1871 Bufford view shows the station level with the railroad track grade at Burrill Street without any obvious large tree landscaping in evidence. The earliest detailed views are from 1900, taken from Railroad Avenue after the construction of the Burrill Street underpass bridge in 1895. These show the Swampscott Depot set beside the northbound platform with a broad flight of wooden stairs to the platform areas, first depicted in the 1897 atlas. Otherwise the site was depicted as gravel graded for omnibuses and carriages from Railroad Avenue. The wooden stairway was likely built after the Burrill Street bridge in 1895 elevated the railroad tracks. The stairs remained intact until after 1960 when they were replaced by a separate set of wooden stairs to each entry and construction of concrete platform ramps installed after 1976.

Losses

The Depot has suffered significant loss of decorative features within the recent past. Following a 1954 fire the dormer windows were removed from the attic roof, leaving the original slate roof intact. Evidently at this time the clock was also removed and replaced with blank faces on the entrance and platform sides of the cupola as were the decorative scrolled eaves under the cornice canopy. After 1976, operation of the Depot

(continued)

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Swampscott (Essex Co.), Massachusetts**Section number 7 Page 5

was transferred from the B & M to the state-owned Massachusetts Bay Transportation Authority. At that time the wooden stairs on Railroad Avenue were removed and replaced with separate stairways for the two entry doors with later construction of concrete rampways sometime after 1985. During this period the Swampscott Depot underwent partial restoration by local volunteers, including replacement of the cupola shingles and some of the entry doors on Railroad Avenue. In 1989 the projecting canopy was rebuilt by the MBTA with supporting I-beam structure from the interior waiting room, resulting in a loss of original interior features. Original features of the 1868-71 design survive in the exterior canopy braces, clapboard siding, window and door frames, the slate roof and upper cupola staging details. The interior of the attic story and the stone foundation of the basement are reported to retain original integrity of 19th century reconstruction.

Archaeological Description

Three prehistoric sites are recorded in the general area (within one mile) of the Swampscott Railroad Depot including one site which may extend onto the nominated property. That information is based on mapping evidence included with prehistoric site forms in the Inventory of Historic and Archaeological Assets of the Commonwealth. The Pine Street Burial Site (19-BN-625) is shown as including both sides of Pine Street and Railroad Avenue to its intersection with Burrill Street, an area which includes the nominated property. The site may actually be inaccurately mapped since visually Pine Street appears to include Railroad Avenue although the latter street has been known as Railroad Avenue for some time, possibly since the mid-19th century. The Pine Street Burial Site was found by workmen excavating a cellar hole on Pine Street in Swampscott (Newhall 1897:62-63). Skeletal remains and artifacts were reported with that burial. At least one other site (19-ES-623) in the general area of the Swampscott Railroad Depot was also reported as a burial site. Present environmental characteristics for the nominated property are not especially favorable for most types of prehistoric sites. The property is over 1000ft. from the nearest wetlands and, while currently level to moderately sloped, natural soils are obscured by urban conditions. Given the above information, a moderate potential exists for the recovery of prehistoric resources on the nominated property. Known sites in the area indicate the potential for Native American burials which can survive even in areas where surface soils have been impacted or stripped. Burial sites can also exist in areas not represented in most typical locational models for Native American sites. Environmental reconstructions for the area could also show the presence of drainage patterns now obscured by urban development.

(continued)

Swampscott Depot

Name of Property

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 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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Essex, MA

County and State

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

SOCIAL HISTORY

TRANSPORTATION

Period of Significance

1868-1948

Significant Dates

1873, 1895

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

George W. Cram/Eastern Railroad

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Swampscott Historical Commission

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A low potential exists for the recovery of historic archaeological resources in the nominated property. No evidence is present indicating historic structures on the property prior to the construction of the present depot in 1868-71. The first Swampscott Station was built near the present depot in 1838. However, that structure was located northeast of the present site on the southern side of the Burrill Street railroad crossing east of Burrill Street.

(end)

8. STATEMENT OF SIGNIFICANCE

The Swampscott Railroad Depot is located at 10 Railroad Avenue in Swampscott, Massachusetts, and is a state-owned property that contains an original mid-19th century Victorian style suburban wooden railroad station building of significant architectural value as well as significant historic value to the community.

The Swampscott Railroad Depot retains considerable integrity of original design in the Eastlake-Stick style of the post-Civil War period, despite the later loss of some of the exterior decorative elements and portions of the interior. The Swampscott Depot is the only surviving railroad station within Swampscott and is one of the few remaining railroad stations of the mid-19th century still serving as an active suburban commuter station in the state. Two earlier Eastern Railroad stations remain in the area: the Maplewood Depot in Malden and the Cliftondale Depot in Saugus, both built in 1853-54 in the Italianate Style for the Saugus Branch railroad, acquired by the Eastern Railroad in 1855.

The nominated site retains integrity of location, design, setting, materials, feeling and association and fulfills Criteria A and C of the National Register of Historic Places at the local level.

Early Industrial Period (1830-1870)

The Swampscott Depot achieved its present status as a suburban railroad station center

(continued)

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with the building of the mainline Eastern Railroad route between Boston and Salem, via Lynn, in 1837-38. Railroad tracks crossed the upper drainage of Cherry Brook to Essex Street, with a station stop for Swampscott at Essex Street and Wood End Road in 1838. A connecting road from Essex Street to Humphrey Street at Swampscott Center was laid out as Burrill Street about 1840 with a small station (10' x 20') at the Eastern Railroad crossing. The original Swampscott station is shown on the McIntyre Plan of Lynn (1852), and again on the Lewis Plan of Swampscott (1856) as "Swampscott Station" on the south side of the Eastern Railroad tracks at Burrill Street within the Depot property.

Late Industrial Period (1870-1915)

The Swampscott Depot parcel was developed in its present form during the prosperity of the post-Civil War period. At this time the Atlantic Ocean shoreline community of Swampscott (1870 population: 1,846) along Nahant Bay attracted summer residents from Boston and neighboring resorts of Nahant and Lynn. In response to the postwar prosperity, the Eastern Railroad undertook a series of branch lines to resort communities along the Massachusetts seashore as well as New Hampshire mountain lakes. Within Swampscott, a petition to build a direct branch line to the neighboring seaport of Marblehead was mounted in 1865, renewed again in 1867 and filed as the Swampscott Branch Railroad in 1871 with a full charter granted in April 1872. The present Depot was evidently built during this charter period between 1868-71 in expectation of the opening of the Saw Branch to Marblehead in 1873. Three railroad stations were built on the Swampscott Branch in 1873-74 that match the Eastlake details of the Swampscott Depot. These were likely designed by George W. Cram (1805-1893), a Boston house builder and lumber dealer credited with the Branch's construction to Marblehead during 1872-73. The Eastlake details also match with distinctive decorative motifs for the Eastern Railroad depots in New Hampshire during 1869-74, suggesting the Swampscott Depot was part of a standard design plan developed by Cram for the Railroad during 1868-70.

The present Swampscott Depot was evidently built during 1868-71 and is shown on the 1871 Bufford "View of Swampscott" as the "E.R.R. Station," and located as the "Swampscott Depot" on the 1872 Beers Atlas. Its location matches the present Depot site immediately west of the Burrill Street crossing at Railroad Avenue and adjacent to the south side of the Eastern Railroad mainline tracks on the northbound platform. The original Swampscott Station (c. 1840) was evidently razed for the present Depot, or possibly moved to another site, as yet unknown.

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The Swampscott Railroad Depot became a center of the summer resort development along the ocean seashore. The Depot served as a staging point for resort hotels, such as the New Ocean House and the Lincoln House two miles east at Phillips Point. Horse omnibus stages and family carriages of the Boston summer residents waited for the trains at the Depot entrance drive from Burrill Street as the Depot became a focal point of community activity. At the same time the Swampscott Branch was opened in 1873, the collapse of the New York stock market led to a national banking crisis that eventually forced the Eastern Railroad into effective bankruptcy by 1875. The weak financial condition of the Eastern Railroad persisted for a full decade until the Boston & Maine (B & M) Railroad bought the Eastern routes in 1884. It is presumed that deferred maintenance on the Swampscott Depot during the period 1875-1884 resulted in some loss of appearance, possibly limited to exterior painting.

With operations handled by the B & M Railroad, improvement to the Swampscott Depot site was made during 1894-95. At this time the Burrill Street crossing was reconstructed as an underpass bridge and new platforms installed on the southbound side as shown on the 1897 Richard's Atlas. At this time professional photographs of the Swampscott Depot begin to exist. Dated to 1900 a series of three photos show the Depot from Railroad Avenue depicting the south entrance facade with a wooden flight of steps, matching an outline in the 1897 Atlas. These views show well-dressed passengers boarding the stage omnibuses at the foot of the entry stairs and show a two-tone paint scheme of the clapboard exterior, with a dark paint at the base and a lighter shade on the upper portion with windows and door frames outlined in a similar dark paint color, yet to be determined. Decorative scroll trim appears to be of a bright light color, creating a multi-colored appearance that highlighted the Eastlake design features of the Swampscott Depot. The "1900" photos appear to confirm that the original Eastern Railroad design of 1868-71 remained unaltered at this later date under ownership of the B & M. The photos also reveal that the gravel driveway from railroad avenue showed no obvious landscape planting within the image frame.

Early Modern Period (1915-1945)

The Swampscott Depot parcel remained relatively unchanged during the period between the First and Second World Wars. A 1926 photograph depicts the Depot from the southbound platform area looking north with little obvious change in the original Eastlake design, save for a dark paint scheme on the main body of the station. The clock cupola appears intact and the wooden platform stairs remain in their setting from the 1900 pictures. A wooden painted station sign labeled "SWAMPSCOTT" is suspended from the projecting platform canopy, matching the sign from the earlier photographs. The B &

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M maintained the Swampscott Depot during this period as development of the town expanded from a summer resort to a full suburban district by World War II.

Late Modern Period (1945-1965)

Significant changes in the Swampscott Depot parcel occurred after the Second World War. A serious fire in 1954 required removal of the attic dormers and evidently the clock works mechanism, leaving the original slate roof and cupola intact. While active suburban train service was maintained by the B & M railroad, a change from steam engine to diesel power necessitated platform adjustments. Construction of a divided platform separating north- and south-bound mainline tracks required removal of the original wooden stairway, replaced by two entry staircases on the Railroad Avenue (east) side.

Abandonment of train service on the Swampscott Branch to Marblehead in 1961, and demolition of its related stations left the Swampscott Depot as the sole surviving example within the town by 1965. Despite these changes, the Saw Depot continued to serve as an active railroad station for the expansive postwar suburban growth within the town. As a result, the Railroad Avenue driveway was paved for daily commuter services.

Recent Modern Period (1965-present)

The Swampscott Depot parcel continued to undergo changes from the original use and design of the station during the recent historic period. In 1976 commuter train service of the Boston & Maine was transferred to the state-owned MBTA with full property ownership of the site to the state made in 1985. Although the Swampscott Depot remained intact, its functional use as a railroad ticket station was abandoned for on-board commuter ticketing. As a result, repair maintenance of the Depot was deferred until 1986 when local civic groups undertook partial restoration of the building. The MBTA sought to improve access to the platform area with construction of concrete rampways on the site and reconstruction of the projecting canopy roof with inserted steel beam supports in 1989. This reconstruction resulted in the loss of interior waiting room features, while retaining the Eastlake exterior brackets and original trimwork around the window and door frames from the design of 1871.

The Swampscott railroad Depot has continued to serve as the historic focus of commuter service within the Town of Swampscott. The distinctive Eastlake-Stick style design of the original station with its broad projecting canopy and towered cupola remain as an architectural landmark for the Victorian summer resort travel to the Swampscott

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seashore. The survival of such a wood frame railroad depot from the steam engine period along an active suburban railroad line, has established the Swampscott Depot as a significant historic structure within the town and an original example of New England Railroad architecture of the post-Civil War period.

Archaeological Significance

Since patterns of prehistoric settlement in Swampscott are poorly understood, any surviving sites could be significant. Few, if any, sites in the immediate coastal area of Swampscott have been systematically studied resulting in the general lack of interpretative information for known sites. This status is compounded by the fact that many sites in the area, including the sites in the general area of the depot property, were located in the mid 19th century during most construction in the area. Information available, however, does indicate that several of the sites in the area, including the site nearest or extending onto depot property are burials which are usually located stratigraphically deeper than other types of sites. Burials may survive in urban areas where sites closer to the surface could be destroyed by development. Prehistoric sites in the area may contribute information on Native American subsistence and settlement patterns and the temporal/functional variability which existed between coastal and interior sites. The presence of lithic outcroppings in the area belonging to the Lynn Volcanic Series also indicates the potential for information relating to studies of lithic technology. The location of these lithic sources in the area can also indicate the potential for studies relating to exchange patterns between Native Groups.

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Continuation SheetSwampscott Railroad Depot
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(continued)

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Swampscott Railroad Depot
Swampscott (Essex Co.), Massachusetts

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Maps and Atlases

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Swampscott Historical Society, Swampscott Depot Scrapbook
Walker Transportation Collection, Beverly [Mass.] Historical Society.

(end)

Swampscott Depot
Name of Property

Essex, MA
County, State

10. Geographical Data

Acreage of Property .52 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19 341900 4703940
Zone Easting Northing

2. 19 341980 470400
Zone Easting Northing

3. 19 341980 4703960
Zone Easting Northing

4. 19 341920 4703920
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Arthur Krim, Preservation Consultant, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date July 1998

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state Massachusetts zip code 02125-3314

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

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

name Mass. Bay Transportation Authority - Transit Realty Associates

street & number 20 Winthrop Square telephone 617-482-2525

city or town Boston state MA zip code 02110

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****Swampscott Railroad Depot
Swampscott (Essex Co.), Massachusetts**Section number 10 Page 1**10. GEOGRAPHICAL DATA**Verbal Boundary Description

The Swampscott Railroad Depot at 10 Railroad Avenue in Swampscott, Massachusetts, occupies .52 acre bounded on the south by Railroad Avenue, on the east by Burrill Street, on the north by the right-of-way of the Massachusetts Bay Transportation Authority, and on the west by a private parcel of land from Pine Street.

Boundary Determination

The boundaries of the Swampscott Railroad Depot parcel are set by the original site of the Swampscott Station of the Eastern Railroad from the right-of-way of the northbound tracks (north) of the MBTA commuter railroad, to the frontage of Railroad Avenue (south) in a parallelogram bounded by Burrill Street (east) and the extended lot lines of Pine Street (west) in an area of 22,650 sq. ft.

(end)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Swampscott Railroad Depot
Swampscott (Essex Co.), Massachusetts**

Section number _____ Page _____

PHOTOGRAPHS

Photographer: Arthur Krim, February 1997

Photo #1 8 x 10", all others 3 x 5"

1. South view
2. West view
3. North view, MBTA platform
4. East facade detail
5. Ticket booth brackets

Archive view A : "Swampscott" (J.H. Bufford view, 1871) looking east (photocopy)

Archive view B: Swampscott depot, 1900 (photocopy)

(end)

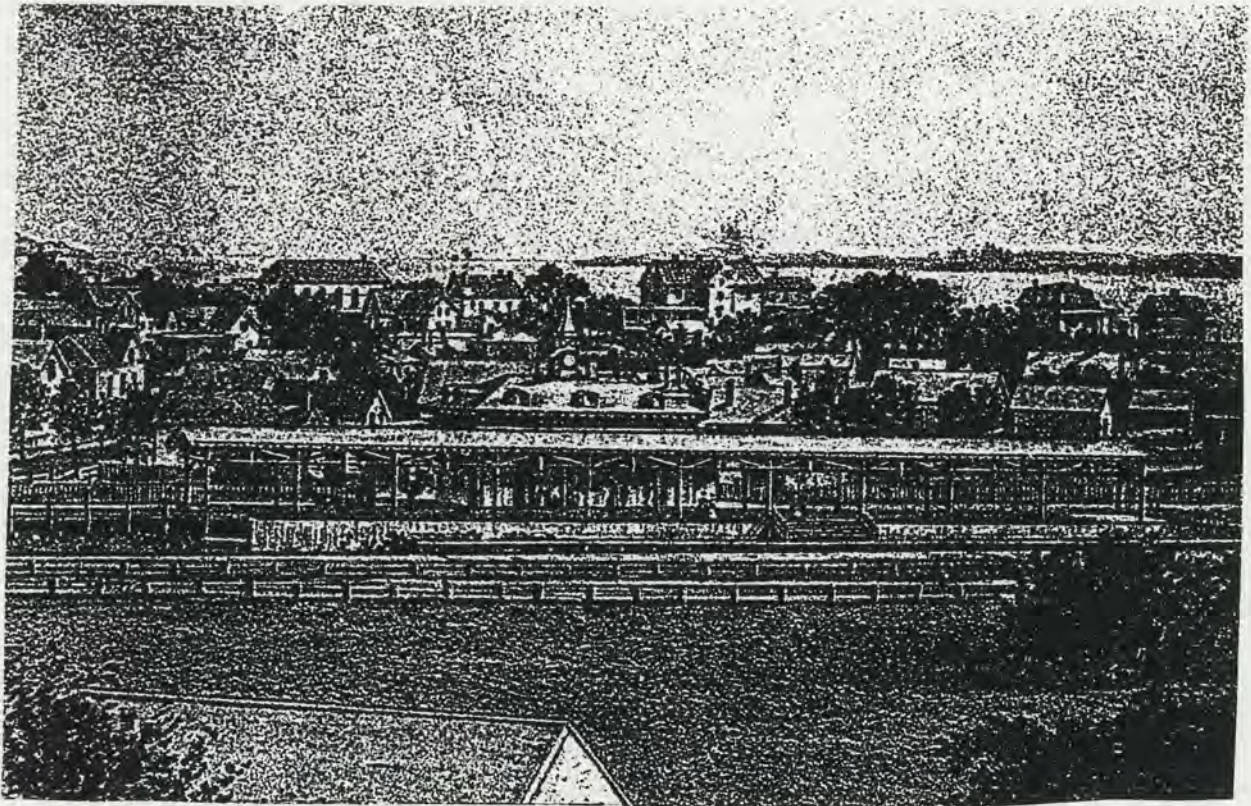
United States Department of the Interior
National Park Service

Swampscott Depot
Essex Co., MA

National Register of Historic Places Continuation Sheet

Section number Photo Page 2

PHOTO ARCHIVE A



Swampscott J.H. Bufford View 1871.
Looking East from Essex St.
Swampscott Historical Commission

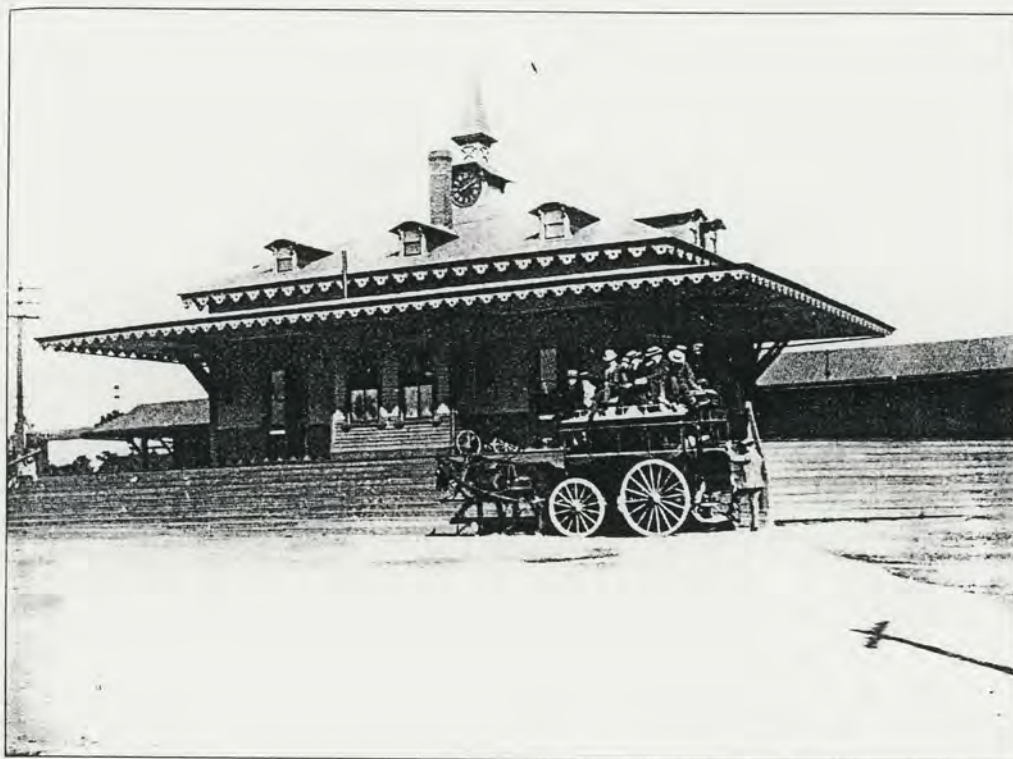
United States Department of the Interior
National Park Service

Swampscott Depot
Essex Co., MA

National Register of Historic Places Continuation Sheet

Section number Photos Page 3

PHOTO ARCHIVE B



Swampscott Depot 1900, Railroad Ave.
Swampscott Historical Commission

TOWN OF SWAMPSCOTT
ASSESSORS SHEETS
PLATE 3
1996



MAPL

Swampscott Depot
Essex Co., MA

COLUMBIA STREET

STREET

97
24835

IN-SOUND PLATFORM

MASSACHUSETTS BAY TRANS. AUTHY. M.B.T.A.

SWAMPSCOTT
STATION

PARKING AREA

SWAMPSCOTT
RAILROAD DEPOT

AVENUE

94
22650

PARKING
AREA

RAILROAD

PINE STREET

STREET

BURRILL STREET

PORTER PLACE

9233

100

98

94

90

87.89

93

74

5631

4159

75

76

2993

5543

77

9

6575

73

87

6391

12

15

89

2970

90

2450

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88R

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Swampscott Railroad Depot

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Essex

DATE RECEIVED: 7/31/98 DATE OF PENDING LIST: 8/11/98
DATE OF 16TH DAY: 8/27/98 DATE OF 45TH DAY: 9/14/98
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 98001106

NOMINATOR: STATE

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 8-28-98 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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



Photo #1

SWAMPSCOTT DEPOT 1873
10 RAILROAD AVENUE
SWAMPSCOTT RAILROAD DEPOT
ESSEX CO., MASS.
F. KRIM PHOTOG. 2-1997
SWAMPSCOTT HIST. COMM.
SOUTH VIEW - MBTA



Photo ②

SWAMPSCOTT DEPOT 1873
RAILROAD AVENUE
SWAMPSCOTT DEPOT H.D.
FERRY CO., MASS.
A. KIZIM PHOTOG 2.1997
SWAMPSCOTT HIST. COMML.
WEST VIEW



Photo ③

SWAMPSCOT DEPOT 1873
RAILROAD AVENUE
SWAMPSCOT DEPOT H.D.
ESSEX CO., MASS.
AKZIM PHOTO 8/1997
SWAMPSCOT HIST. COM.
North View - MBTA



Photo (4)

SWAMPSCOT Depot 1873
RAILROAD AVENUE
SWAMPSCOT DEPOT H.D.
ESSEX CO. MASS.
A. KIZIM PHOTO 2/97
SWAMPSCOT HIST. COM. PL.
EAST FACED (WEST)



PHOTO (5)

SWAMPSCOTT DEPOT 1873
RAILROAD AVENUE
SWAMPSCOTT DEPOT H.D.
ESSEX CO. MASS.
A. KIZIM PHOTO 2/19/97
SWAMPSCOTT HIST COMM
SOUTH VIEW (WEST FACING)
MBTA TRACKS





Town of Swampscott

OFFICE OF THE

Board of Selectmen

ELIHU THOMSON ADMINISTRATION BUILDING
SWAMPSCOTT, MASSACHUSETTS 01907

Douglas F. Allen, Chairman
Peter J. Cassidy, Vice Chairman
Daniel R. Santanello
Paul E. Levenson
Carole B. Shutzer

Thomas E. Hauenstein
Executive Secretary
Patricia E. George
Administrative Assistant

(781) 596-8850 FAX (781) 596-8851

May 19, 1998

Ms. Judith B. McDonough, Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Dear Ms. McDonough:

The Swampscott Board of Selectmen enthusiastically supports the nomination of the Swampscott Depot, Railroad Avenue, Swampscott, Massachusetts to the National Register of Historic Places. It is our understanding that this nomination will be considered by the Massachusetts Historical Commission at your meeting of June 10, 1998.

The Swampscott Depot is one of the last such railroad depots in the country. We in Swampscott are committed to the preservation and restoration of the Depot sometime in the very near future. The Selectmen have appointed the "Swampscott Depot Restoration Committee" to coordinate these activities, and to date they have raised over \$15,000 from interested Town residents to assist in this project.

Listing on the National Register of Historic Places may further assist in fund raising and the ability of the Town to apply for additional restoration funds through other sources. Again, we urge the Massachusetts Historical Commission to approve this nomination, and forward it on to the National Register office in Washington, D.C.

For the Board of Selectmen,

Sincerely,

Douglas F. Allen, Chairman
Board of Selectmen



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

July 16, 1998

Ms. Carol Shull
Keeper
National Register of Historic Places
National Park Service
Mail Stop 2280, Suite 400
1849 C Street, NW
Washington, D. C. 20240

Dear Ms. Shull,

Enclosed please find the following nomination form:

Swampscott Depot, 10 Railroad Ave., Swampscott (Essex Co.), 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 were notified of pending State Review Board consideration 30 to 75 days before the meeting and were afforded the opportunity to comment. An enclosed letter of support has been received by the Swampscott Board of Selectmen.

Sincerely,

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

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Louis A. Grillo, Chair, Swampscott Historical Commission
Douglas Allen, Chair, Swampscott Board of Selectmen
Arthur Krim, Preservation Consultant
Eugene Barden, Chair, Swampscott Planning Board
Transit Realty Associates