

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 North Terminal Garage

other names/site number _____

2. Location

street & number 600 Commercial Street N/A not for publication

city or town Boston N/A vicinity

state Massachusetts code MA county Suffolk code 025 zip code 02114

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 Office

7/24/97
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

Patrick Anders

9/11/97

North Terminal Garage
Name of Property

Suffolk, MA
County and State

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

sites

structures

objects

1

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

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: parking garage

Current Functions

(Enter categories from instructions)

TRANSPORTATION: parking garage

7. Description

Architectural Classification

(Enter categories from instructions)

Commercial Style

Materials

(Enter categories from instructions)

foundation Concrete

walls Concrete, Brick

roof Asphalt

other

Narrative Description

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

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****North Terminal Garage
Boston, (Suffolk County)
Massachusetts**Section number 7 Page 1**7. DESCRIPTION**

The North Terminal Garage is located on the south side of Commercial Street at the edge of Boston's North End neighborhood. The building occupies nearly all of its irregular-shaped lot which is bounded by Commercial Street to the north, the Copps Hill playground to the south, Hull Street to the east, and Prince Street to the west. The contour of the land is such that the lot slopes steeply upward from Commercial Street to the playground, a factor that played an important role in dictating the garage's unusual design. The building is three stories in height, approximately 235 feet across the Commercial Street elevation and ranges from 255 to 365 feet deep. The structure has a concrete foundation, reinforced concrete walls, and a flat roof which also serves as parking area. The building extends ten bays across the facade and 13 bays deep. Bays average 25 feet on center and are divided by concrete piers. Within each bay, floors are divided by wide concrete lintels, creating a grid pattern across all elevations. At the second and third floors brick spandrel panels are set below the sills. Window openings at the upper floors contain multi-pane steel sash. The roof is framed by a parapet that is stepped at the center of the facade. Access to the interior parking areas is gained by means of three wide automobile entrances, one at each of the three levels (two along Hull Street and one along Commercial Street), allowing for an unusual and efficient floor plan void of interior ramps. All but the Commercial Street openings can be closed off by overhead rolling doors. There was originally one additional vehicle entrance to the first floor at the Prince Street elevation which was one bay wide but was infilled with brick in the 1980s. The most significant alteration to the exterior occurred in 1962 when four of the bays in the northeast corner of the building (one on Hull Street, three on Commercial Street) were infilled. These bays were originally open and this created an area similar to a recessed porte-cochere where vehicles could pull off the street (there was originally a gas station in the building and this may have been the location). At the same time, the easternmost doorway at the Commercial Street elevation (which leads to a stairwell) was modified. The two bays west of the doorway were modified in 1953 (easternmost) and ca. 1960 (westernmost); they are now partially infilled with masonry and contain narrow band of windows. There have also been several changes to fenestration at the Hull Street (east) elevation. In the southernmost bay a ramp was installed in 1954 to provide access to the roof when parking was added there. Just north of that bay, the next bay was infilled with concrete block in 1964. In the 1950s windows were reduced in size or removed in six bays along this elevation. In general, exterior finishes are in good condition although there are a number of broken window panes. The Prince Street elevation and the rear elevation (facing the playground) have been altered very little. Exterior concrete has been repaired on a number of occasions, although vintage photographs indicate that the exterior concrete remained unpainted until the 1950s. It appears that in the mid-1950s repair to the concrete was undertaken and the exterior concrete was first painted.

Aside from a number of alterations to fenestration, primarily at street level, the building remains very much intact. The interior is divided by structural partitions, into large open parking areas. Throughout the building, exposed concrete mushroom columns form a grid pattern which is interrupted by a small number of partitions which were erected throughout the years to

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****North Terminal Garage
Boston, (Suffolk County)
Massachusetts**Section number 7 Page 2

accommodate the various tenants. The garage was designed not only for parking passenger automobiles but also so that portions of the building could be partitioned off for tenants wanting a place to store their commercial vehicles. Often these tenants created offices or storage rooms within their spaces. Finishes throughout the building are uniform and utilitarian. These include reinforced concrete slabs separating each level, and a combination of exposed brick, terra cotta, and concrete partitions. The perimeter walls, columns, and partitions are all painted.

Archaeological Description

While no prehistoric sites are currently recorded on the nominated property, sites may be present. Twelve prehistoric sites have been recorded in the general area (within one mile). Locational characteristics (slope, soil drainage, distance to water) of the property are also generally favorable for many types of prehistoric sites. While some of the parcel is steeply sloped, other areas are moderately sloping. Soil drainage is favorable and the property is in close proximity (within 1000ft.) to Boston Harbor in the area of its confluence with the Charles, Mystic and Chelsea Rivers. In spite of the above information, the potential for significant prehistoric cultural resources is low. Historic period landuse beginning with the Boston Consolidated Gas holding tanks and buildings in 1828 then the construction of the garage in the 1920s, which covers most of the property, have likely impacted any prehistoric cultural resources originally present in the area..

There is a moderate to high potential for historic archaeological resources on the property. Structural remains may survive from holding tanks and buildings of the Boston Consolidated Gas Company dating to 1828. Many of these structures were destroyed by the Great Molasses Flood of 1919. The largest holding tank and two small buildings were still extant in 1922 then later demolished, probably for construction of the garage. Archaeological resources dating to the 20th century and directly related to the garage may also exist. Some areas of the garage have been structurally altered, including several exterior bays which have been infilled. Structural survivals are likely present from these areas. Fuel tanks and other structures may also be present from a gas station which was also originally located in the building.

(end)

North Terminal Garage

Name of Property

Suffolk, MA

County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- ☐ **A** owned by 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.)

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 # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

COMMUNITY PLANNING & DEVELOPMENT

Period of Significance

1925-1950

Significant Dates

1925

Significant Person

(Complete if Criterion B is marked above)

NA

Cultural Affiliation

NA

Architect/Builder

Little & Russell/Aberthaw Company

Primary location of additional data:

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

Name of repository:

Massachusetts Historical Commission

North Terminal Garage
Name of Property

Suffolk, MA
County and State

10. Geographical Data

Acreage of Property 70,492 s.f.

UTM References

(Place additional UTM references on a continuation sheet)

1. 19 330490 4692390
Zone Easting Northing

3. 19 330540 4692310
Zone Easting Northing

2. 19 330550 4692430
Zone Easting Northing

4. 19 330610 4692360
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 Christine S. Beard, Preservation Consultant, with Betsy Friedberg, National Register Director, MHC

organization Massachusetts Historical Commission date July 1997

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

city or town Boston state MA zip code 02125

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 Robie Properties

street & number 175 Andover Street telephone 617-777-8677

city or town Danvers state MA zip code 01923

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****North Terminal Garage
Boston, (Suffolk County)
Massachusetts**Section number 8 Page 1**8. STATEMENT OF SIGNIFICANCE**

The North Terminal Garage possesses integrity of design, materials, setting, workmanship, and association with automobile use in Boston. It is a rare surviving example of a 1920s parking facility and is distinguished as the city's only multi-story garage built without interior ramps or elevators. The building is of local significance and meets Criteria A and C for listing in the National Register. It also meets Criteria Consideration G as the location of the 1950 Brinks robbery.

Constructed in 1925 for the North Terminal Corporation, the garage was designed by architects Little & Russell and built by the Aberthaw Company. Prior to construction of the garage, the site was owned by the Boston Consolidated Gas Company which had a series of buildings and holding tanks on the site, dating back to 1828. By 1922 all that remained was the largest holding tank and two small buildings, all located at the highest point of the site, nearest Snow Hill Street. It appears that the structures formerly along Commercial Street may have been lost as a result of the great molasses explosion of 1919 (the molasses tank that erupted in January of 1919 was located on the opposite side of Commercial Street, a short distance to the east). By 1925 the northern half of the site (fronting on Commercial Street) was purchased by the North Terminal Corporation and plans were underway to build the existing garage. According to building permit records, the garage was constructed at a cost of \$400,000 and could accommodate 700 cars. At the time it was built, the garage was one of the largest in Boston. Although it was only three stories, its unique design allowed for large capacity in a relatively small amount of space due to the lack of interior ramps. This was possible because of the steep sloping site which provided street-level access at each floor. The 1929 Boston city directory advertises the North Terminal Garage as the largest in the East without ramps or elevators. As was typical of early garages, it not only included parking but also areas for automobile repair and a tenant gas station. Through the years, portions of the building were leased to truck rental companies and firms that required space for commercial vehicles.

The advent of the modern parking garage was the direct result of the automobile becoming the principal means of transportation in the early 20th century. Into the 1910s, trolleys, ferries and, trains were the vehicles of choice for Boston commuters. By 1915 automobiles quickly gained popularity as they became more available and affordable, providing travelers with greater independence and mobility. In response, a growing number of automobile-related businesses sprang up throughout the city. In addition to parts manufacturers, automobile dealers, and cars for hire, there were also "garages". These early garages were primarily service stations providing gas and repairs but, as automobile use increased, many of them began providing spaces to store cars, both for commuters and residents in urban locations where parking was scarce. Typical of these was the Uphams Corner Garage in Dorchester which provided storage, repair, painting, and supplies for trucks and pleasure cars. They also furnished cars for "theater parties, weddings, christenings, funerals, touring, etc.." Among the earliest buildings to approach what we know as

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 2**North Terminal Garage
Boston, (Suffolk County)
Massachusetts**

the urban parking garage were the former Patch Garage on St. Botolph Street (ca. 1917) and the S.S. Pennock Building of 1916 that stood in the South End of Boston at Clarendon and Warren Streets (no longer extant). The Patch Garage was a two-story structure with parking for about 300 cars and space for an auto repair shop and parts manufacturing; it is likely that customers were predominantly nearby residents. The Pennock Building was a two-story combined storage/parking facility. Although still on a relatively small scale, buildings of this type were the forerunners to the larger modern garages. They were typically one or two stories with parking for about 200 to 350 vehicles. By the late 1910s there were numerous of these mid-size parking garages scattered throughout the city. An extant example of this type is the former Brown Garage on Brimmer Street (now private parking condos) in Beacon Hill and the former Armory Garage (122-132 Arlington Street - now Boston Center for Adult Education).

In the late 1910s and into the 1920s, as automobiles became increasingly popular and the demand for parking came not only from city residents but increasingly from commuters, larger parking garages were built. These large-scale parking facilities were the first of the modern parking garage. Built principally as parking facilities (to accommodate residents, commuters, and shoppers), ranged from five to seven stories, and had capacities for about 600 to 800 vehicles. Among the earliest of these larger-scale garages were the Old Custom House Garage (1918) which stood at 20 Custom House Street and the Eliot Street Garage (ca. 1920) which was located where the Transportation Building now stands. The Charles Street Garage (1919) is a four-story example but had a fairly large capacity due to a space-saving automobile elevator and a 1923 addition. Other extant examples of this type include the garage at 119-127 Portland Street of 1918 (converted to offices), 248-270 Cambridge Street from 1925 (converted to residences), Westland Avenue Garage of ca. 1920 (still public parking, primarily serving Symphony Hall; also includes car rental agency), and the North Terminal Garage of 1925 (still public parking). Although the North Terminal Garage was only three stories, it was comparable in capacity to the others of the period because of its unique design which had no interior ramps but rather took advantage of the sloped site to provide direct access from the street to each floor.

In 1926 construction of the Motor Mart on Eliot Street marked the start of a new era in parking garage construction. It was the largest parking garage in the world at the time it was built, with capacity for 2,000 cars. Like the earlier garages, the Motor Mart offered a number of automobile-related services, including washing, repairs, and gas. The Motor Mart became the model for garages to come. It was clear that automobiles were going to be widely used and parking garages were a necessity and profitable. This new generation of massive parking garages meant the demise of most of the early twentieth century garages. Many were demolished to make way for larger facilities while others were converted to alternate uses. Only a handful of the roughly thirty modern garages built before 1925 remain in use as public parking facilities. Of these, the North Terminal Garage is one of the most well-preserved.

In its more recent history, the North Terminal Garage was notable as the location of the infamous 1950 Brinks Robbery. Brinks armored car and delivery service occupied space at the rear of the

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 3**North Terminal Garage
Boston, (Suffolk County)
Massachusetts**

second floor from about 1948 until about 1958. Not only did they store their trucks in the garage but this was also the location of their main vault. The space was partitioned into several rooms, including various money counting and sorting rooms where they would prepare their deliveries of payrolls and cash to local banks. In January of 1950 eleven masked thieves entered the Brinks space, tied up several employees, and stole approximately 2 million dollars. It was the largest robbery ever perpetrated in the country at the time. Ironically, the Garage's design may have abetted the criminals, as evidence uncovered after the robbery indicated that members of the gang had cased the Brinks offices from the rooftops of neighboring tenements, observing the office routine through the windows on the Prince Street and southern elevations. Although the men were eventually convicted and imprisoned for the crime, little of the stolen money was ever recovered.

Archaeological Significance

Historic archaeological resources described above have the potential to further document power and transportation related technologies which characterized urban growth of the Boston area. Any resources which survive from the Boston Consolidated Gas Company can document the development and growth of the gas industry during the early 19th century. This information can be important in the analysis of early gas technologies and the growth of urban gas supply systems. Archaeological resources can also contribute information directly related to the construction and operation of the North Terminal Garage and the development of the automobile related industry. Structural remains and archaeological features can assist in the documentation of construction techniques used and the original layout of the garage, portions of which have been modified since construction. Archaeological resources can also help verify the location of the gas station, whose exact location is uncertain, and its facilities within the garage. This information can play an important role in studies of the birth and growth of automobile transportation in this area.

(end)

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

**National Register of Historic Places
Continuation Sheet**

Section number 9, 10 Page 1, 1

North Terminal Garage
Boston, (Suffolk County)
Massachusetts

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Sanborn Insurance Atlases of Boston (various years).

Inventory of Historic and Prehistoric Resources of Boston (MHC & BLC survey files).

Boston Department of Inspectional Services, building permit records.

Boston City Directories (various years).

(end)

10. GEOGRAPHICAL DATA

Boundary Description

The nominated property occupies Boston city parcel 03-01937-000 and includes 70,492 square feet. Exact boundaries are delineated on an attached map.

Boundary Justification

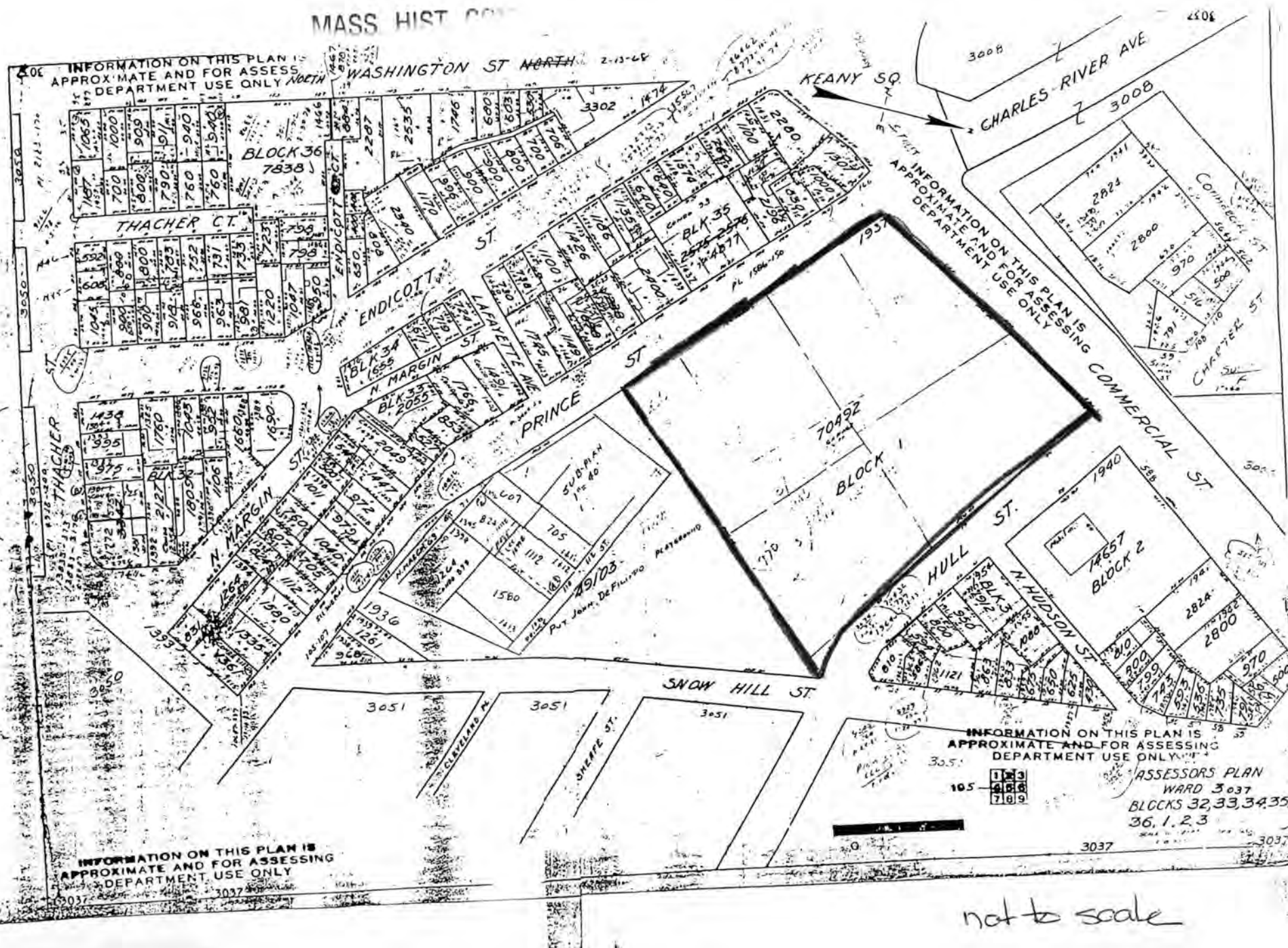
The boundaries include the lot at 600 Commercial Street which contains the structure that has been functioned as a parking garage since its construction in 1925. It is the same lot that has historically been associated with the garage. There have been no additions which altered the original footprint.

(end)

APR 22 1964

North Terminal Garage
600 Commercial St
Boston, MA

MASS HIST 000



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY North Terminal Garage
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 8/01/97 DATE OF PENDING LIST: 8/11/97
DATE OF 16TH DAY: 8/27/97 DATE OF 45TH DAY: 9/15/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97000971

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: Y NATIONAL: N

COMMENT WAIVER: N

___ ACCEPT ___ RETURN ___ REJECT ___ DATE

ABSTRACT/SUMMARY COMMENTS:

*Rare surviving example of an early 20th century parking garage -
one of the most well-preserved. This was also the site of the 1950
Brinks robbery*

RECOM./CRITERIA Accept A&C

REVIEWER Patrick Andrews DISCIPLINE Historian

TELEPHONE _____ DATE 9/11/97

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



EARLY BIRD \$7
IN BY 10AM
OUT BY 6PM

NORTH END GARAGE
Kinney system
PARK

P
Kinney system
→→→→

EXIT **NORTH END GARAGE** **ENTER**

EXIT

ENTER

COMMERCIAL

SAM 555

1 of 2 Photos
North Terminal Garage
Suffolk County - MA
Photographer: Christine Beard
2196
Tremont Preservation Services
Topsfield, MA

View South showing facade (Commercial St.)



2 of 2 Photos

North Terminal Garage
Suffolk County - MA

Photographer: Christine Beard
2/96

Tremont Preservation Services
Topsfield, MA

View southeast showing west elevation (Prince St.)



North Terminal Garage

Suffolk County - MA

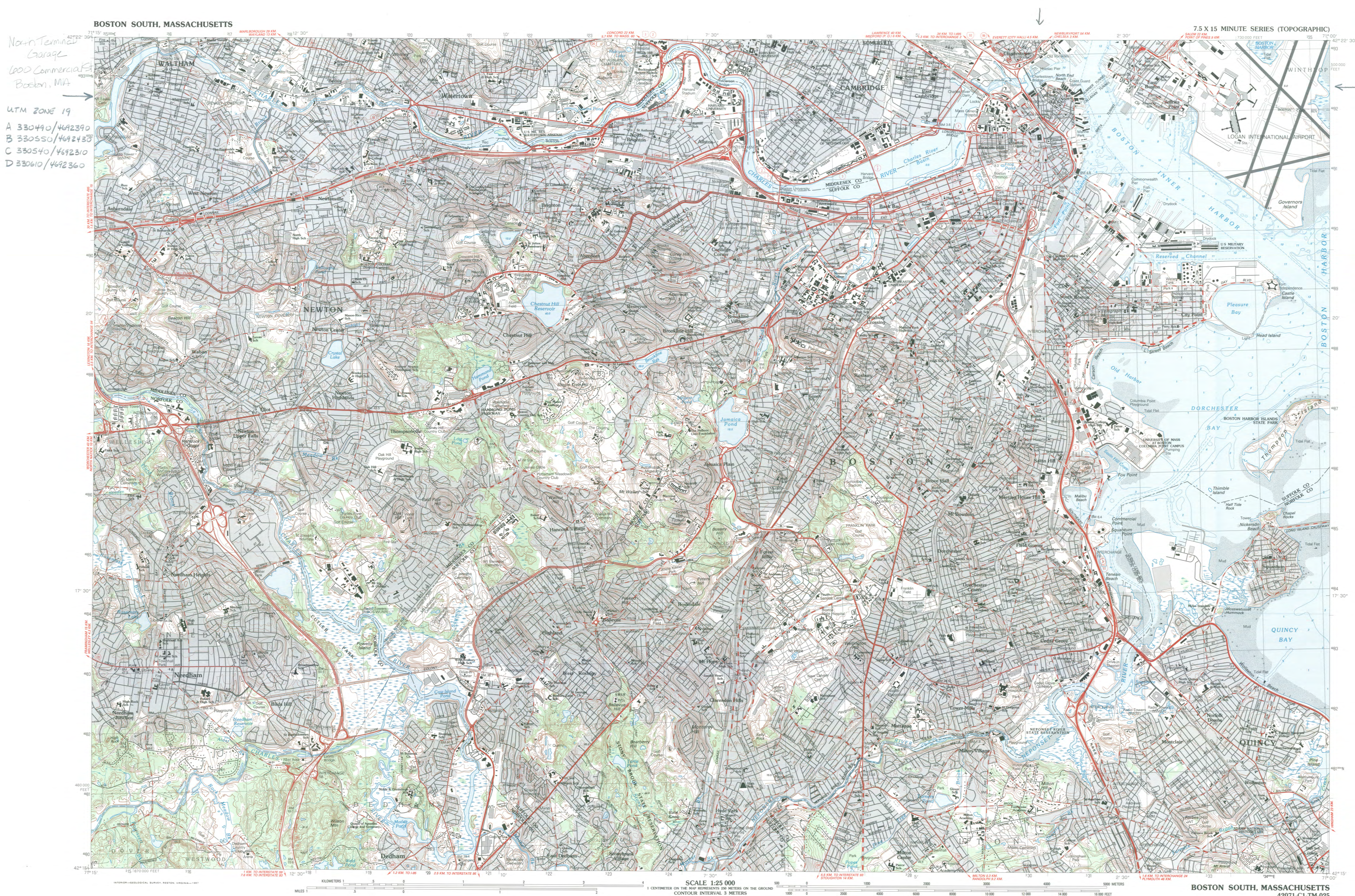
Photographer: Christine Beard

2/96

Tremont Preservation Services
Topsfield, MA

TFI896 01811 SNNN1A+90

View southwest showing east elevation (Hull St.)



North Terminal
Garage
600 Commercial
Boston, MA
→
UTM ZONE 19
A 330490/4692390
B 330550/4692430
C 330540/4692310
D 330610/4692360

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

GEOLOGICAL SURVEY

1987

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works. Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies.

Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map edited 1987. Supersedes Newton and Boston South 1:25,000-scale maps dated 1970.

Selected hydrographic data compiled from NOS chart 13270 (1982) and 13272 (1985). This information is not intended for navigational purposes.

Projection and 1000-meter grid: Universal Transverse Mercator, zone 19. 10,000-foot grid ticks based on Massachusetts coordinate system, modified 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
CONTOUR ELEVATIONS SHOWN TO THE NEAREST 0.3 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.3 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.9 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE

Meters	Feet
1	3.2808
2	6.5617
3	9.8425
4	13.1234
5	16.4042
6	19.6850
7	22.9659
8	26.2467
9	29.5276
10	32.8084

To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

DECLINATION DIAGRAM

UTM grid convergence (GN and 1987 magnetic declination) at center of map
Diagram is approximate

ADJOINING MAPS

1	2	3
4	5	6
7	8	9

1 Maynard
2 Boston North
3 Lynn
4 Framingham
5 Hull
6 Medford
7 Needham
8 Weymouth

ISBN 0-607-00135-6
9 780607 001358

Topographic Map Symbols

Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road, trail
Route marker: Interstate; U. S. State
Railroad: standard gage; narrow gage
Bridge: drawbridge
Footbridge; overpass; underpass
Built-up area: only selected landmark buildings shown
House; farm; church; school; large structure
Boundary
National, with monument
State
County, parish
Civil township, precinct, district
Incorporated city, village, town
National or State reservation; small park
Land grant with monument; board 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
Dike; dam with lock
Cemetery; grave
Campground; picnic area; U. S. location monument
Wellhead; water well; spring
Mine shaft; prospect; adit or cave
Control: horizontal station; vertical station; spot elevation
Contours: index; intermediate; supplementary; depression
Distorted surface: strip mine, lava; sand
Soundings: depth area
Perennial lake and stream; intermittent lake and stream
Rapids, large and small; falls, large and small
Submerged marsh; marsh, swamp
Land subject to controlled inundation: wetland
Scrub; mangrove
Orchard; vineyard

A pamphlet describing topographic maps is available on request

FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092



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

July 24, 1997

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed please find the following nomination for:

North Terminal Garage, 600 Commercial Street, Boston (Suffolk 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 property in the Certified Local Government community of Boston were notified of pending State Review Board consideration 60-120 days before the meeting.

Sincerely,

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

Betsy Friedberg, National Register Director
Massachusetts Historical Commission

cc: Hallam J. Smith, Robie Properties, owner
Thomas M. Menino, Mayor, City of Boston
Alan Schwartz, Chair, Boston Landmarks Commission
Maura FitzPatrick, Boston Landmarks Commission, CLG coordinator
Christine Beard, Preservation Consultant