

FORM A - AREA

MASSACHUSETTS HISTORICAL COMMISSION
294 Washington Street, Boston, MA. 02108

Form numbers in this area	Area letter
14-16, 70-75, 109-110	A

MA
Hampden Co.

✓ Town Springfield

✓ Name of area (if any) Downtown Springfield

Photo (3x3" or 3x5")
Staple to left side of form

Photo number _____

~~field~~ Railroad District (*Downtown Springfield*
Roughly bounded by Lyman, Main, M.R.R.)
General date or period 1875-1925
Murray, and Spring Sts

Sketch map. Draw a general map of the area indicating properties within it. Number each property for which individual inventory forms have been completed. Label streets (including route numbers, if any) and indicate north. (Attach a separate sheet if space here is not sufficient)



KEY

- 14. Hotel Charles
- 15. Union Station
- 16. Terminal Building
- 109. Railroad Arch
- 110. Railroad Retaining Wall
- 70. Boston & Albany Freight House
- 71. Puffer & Wilder's Block
- 72. Brown & Co. Block
- 73. Collins Commercial Warehouse
- 74. Collins Block
- 75. A.N. Mayo Block

Assessor's Map #215, 315, 316, 401
UTM Reference
Springfield South Quadrangle
18/699240/4664420
18/698830/4663970

Recorded by Margo Webber
Organization Anderson, Motter, Feingold
Date June, 1981

(Staple additional sheets here)

ARCHITECTURAL SIGNIFICANCE of area. (Describe physical setting, general character, and architecturally significant structures).

The architecture of the Railroad District includes a variety of vernacular styles from the late 19th century and early 20th century. Most of the buildings are brick.

The warehouse on upper Lyman Street are all multi-story structures. The Mayo Block (#75) has an unusual feature in the treatment of the second story level. Each three-bay section contains a projecting bay window. The rest of the facade repeats the same motifs and its neighbors; segmental arched windows, brick corbelling and patterns at the cornice, and masonry piers between each three bays which emphasize the vertical orientation.

The Collins Block(#74) is typical of warehouses in the area and contributes to the overall integrity of the area. The tall masonry piers between each three-bay grouping of windows emphasize a strong vertical rhythm. Stone sills and lintels and a corbelled cornice are used to create interest on the facade. (cont.)

HISTORICAL SIGNIFICANCE of area. (Explain development of area, what caused it, and how it affected community; be specific).

The Downtown Springfield Railroad District possesses integrity of location, design, setting, materials and workmanship. Combining 11 structures related to the growth of the Boston & Albany Railroad in Springfield, it is the city's most direct representation of the impact of railroads. Before railroads, Springfield's main transportation routes were the Connecticut River and overland routes such as the Boston Post Road. With the arrival of the railroad lines in the late 1830's, Springfield's access to the region changed. As the junction of the major north-south and east-west rail lines, Springfield became known as the crossroads of New England". Easy access to rail transportation gave the city a comparative economic advantage which aided its industrial and commercial growth in the late 19th century. This new technology shifted the focus of such development to the rail lines. The portion of downtown near the tracks began to develop with railway related uses. The district meets criteria A & C of the National Register of Historic Places.

The Boston & Albany Freight house (#70) was used for the storage of goods while awaiting pickup. The center section of the present building dates from about 1875. Two original cupolas remain as well as a later smaller addition. The two-story western office portion was constructed in 1914. It was designed by Boston & Albany railroad architect F. M. Davison. The eastern end of the freight house was rebuilt around 1910 on the old foundation. South, across the tracks from the freight house, the upper Lyman Street area became a warehousing area. Most of the firms located along this section of Lyman Street required access to the railroad. A. N. Mayo and Company dealers in cotton, wool, and paper waste, were one of these concerns. This five story building (#75) was equipped with elevators, bailing presses, and sprinklers. This last item was very important considering the quantity of volatile wool and cotton dust. Mayo shipped large quantities of cotton waste to England and Germany.

BIBLIOGRAPHY and/or REFERENCES

Springfield Street Directories 1868-69
Atlases of Springfield 1882, 1899
Springfield Daily Republican

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, Boston

Community: Springfield	Form No: A
Property Name: Railroad District	

Historical Significance Page 2

Indicate each item on inventory form which is being continued below.

E.F. Collins had entered the cotton waste business of A.N. Mayo in 1888 and took over the operations in 1908. This building (#74) was constructed as an additional warehouse to the cotton waste business which was located next door at 158 Lyman Street.

E.F. Collins operated a cotton and paper waste business at 158 Lyman Street. He erected this block (#73) on the southern half of the former city yard in 1907. This building was first used as a commercial warehouse and storage facility and it was not until 1920 that Collins operated his paper stock business here.

Charles Brown purchased the City Yard (170-184 Lyman St.) in 1906 and the following year erected a substantial wholesale business block in the northern half (#72). Brown ran a wholesale grocery business, as have subsequent occupants.

This building is typical of the turn-of-the-century warehouse buildings in the area. The location adjacent to the freight yards was ideally suited to the wholesale grocery trade. In fact, there were a number of other grocery wholesalers in the Lyman/Dwight Street area and the area was commonly referred to as the grover district of the city.

Wilder and Puffer built a wood frame warehouse in 1881 for their business as agents and commission merchants for flour, grain, oil, cake, cotton seed meal, guano, etc. The present brick building replaced the frame on (#71) between 1888 and 1894, when the partnership was dissolved.

To the west of this warehouse area is Union Station(#15). The present station is the fourth to serve Springfield since 1838. The first two were located just west of Main Street., which the track crossed at grade. The second station, a huge brick and iron structure with an elliptical roof, served for forty years. It was replaced in 1889 by twin North and South stations, located for the first time east of Main Street. This change was accompanied by a separation of grade at the Main Street crossing, accomplished by the erection of the present train bridge known as the Arch(109). The present station was built on the site of the North Station and consolidated both previous stations. All buildings on north side of Lyman Street, west of the Terminal buildings were removed and the area filled for the track space. Stone from the demolition of the railroad stations was used for a retaining wall along Lyman Street(110). Tunnels from the station travel under the tracks to Lyman Street. The passenger station was designed by the Boston firm of Feldheimer and Wagner and cost 1.1 million dollars. The baggage, mail, and express building to the west was constructed concurrently. F.B. Freeman, the Boston and Albany's chief engineer was given the task of designing the structure.

Building of the railroad bridge (#109) over Main Street was considered a very important issue in the 1880's. The traffic congestion on Main Street was extremely intense because of the on-grade crossing. While wanting to alleviate this problem by building an above-grade crossing, the fear that such a structure would cut off the northern section of the city and hinder its development was also a serious consideration. Eventually, the present structure was agreed upon and was built in 1889, happily relieving the traffic congestion which threatened to hinder the Main Street's continued growth.

Staple to Inventory form at bottom

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, Boston

Community: Springfield	Form No: A
Property Name: Railroad District	

Historical Significance Page 3

Indicate each item on inventory form which is being continued below.

H.H. Richardson submitted a design in 1883 to separate the grade crossing at Main Street and to build a new depot west of main Street. Richardson's first major commission had been in Springfield, as well as two other important buildings. The backlog of work in Richardson's office and his premature death postponed the erection of the bridge and depot until 1889. It was completed by his successor firm, Shepley, Rutan & Coolidge. A great deal of controversy appears to have developed around the design for the Arch, whether because of the time lag or the unique nature of the project the County Commissioners insisted that the parapet be 12 feet high to hide the trains instead of the 5 feet as designed and built. Numerous proposals, some by local architects, to alter the basic plan of the Arch are recorded in newspaper accounts.

Construction of this retaining wall (#110) in 1889 was part of the effort to build an above-grade railroad crossing, so as to eliminate much of the traffic congestion on Main Street which was being produced by the old on-grade crossing. The effort was based on designs proposed in 1883 by H. H. Richardson for two new stations on either side of the elevated tracks. They were replaced in 1925 by the present station. An entrance to this newer station from Lyman Street was built, using the stone trim from the Richardson station for decoration. It seems that much of the 1889 wall was rebuilt and expanded in 1925.

The Hotel Charles (#14) continues the tradition of a hotel on this site since 1849. In that year Justin M. Cooley had a four-story, brick block built. The RR Terminal across the street, and Springfield's "Crossroads of New England" nature made this an ideal site. Cooley's Hotel soon became "more widely known to commercial men than any other hotel in New England!"¹ This notoriety soon necessitated additions. By 1882 the hotel had 85 rooms. During the late 1880's a new R.R. terminal was constructed. The South Station was on Lyman Street and the North Station on Liberty Street. The grade crossing of Main Street was replaced by a massive granite arch. In 1890 Cooley's Hotel was tripled in size, becoming Springfield's largest, with the construction of a five-story addition. A) This was brick with granite trim. The new "grandentrance" was situated on the side facing the tracks "thus enabling guests to enter direct... without the necessity of leaving shelter". During 1904 and 1905 more remodeling took place with the replacement of an 1860's addition on Main Street by a new six-story block B) and the replacement of the 1890 "grandentrance" by a new five-story block C) which continued to serve as the main entrance.

In 1925, a new Union Terminal was constructed on Libery Street. (now Frank B. Murray St.), consolidating the two previous stations under one roof. Within a few years Colley's once again underwent its own modernization plan. During 1928 the original Cooley's Block was demolished and a new million dollar, eleven-story hotel erected (D). Designed by local architect Albert Lavalley, who had previously designed the Hotel Kimball on Chestnut Street, the new Hotel Charles (as it was now called) was the third building in town to be built to Springfield's skyline of 125 feet.

The five story Terminal Building (#16) was built in 1924 by the prominent local architectural firm of EC GC Gardner. After ECG's death in 1915 George C. Gardner was the principal of the firm.

The block was originally constructed with small retail stores on the first floor and offices upstairs. In the late 1920's these were 6 doctors, 3 dentists, 4 real estate offices,

Staple to Inventory form at bottom

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, Boston

Community: Springfield	Form No: A
Property Name: Railroad District	

Historical Significance Page 4

Indicate each item on inventory form which is being continued below.

several manufacturers' agents and the U.S. Army recruiting Station on the upper floors.

In the early 20th century, industry was moving to larger sites in Brightwood, Winchester Square in East Springfield, and the resulting land was being redeveloped for office buildings. Springfield's growth as a metropolitan center in the 20th century called for a vast increase in offices.

In the 1920's the major way to travel was still the train and Springfield was having a new Union Station built nearby. This block at Lyman and Main, uses its name "Terminal Building" to take advantage of that proximity.

Architecture Significance Page 2

The Collins Warehouse (#73) is a large and impressive structure of five stories. The face is divided into four sections, each containing three bays of windows. The effect is a very regular, rhythmic facade. The cornice is treated with brick corbelling, which in combination with stone lintels and sills are the only decorative elements of the straightforwardly utilitarian, yet handsome, facade.

The Brown & Co. Block (#72) is the earliest of the structures in the Upper Lyman Street area. Its smaller size and more horizontally-oriented facade reflect the transition of smaller buildings in earlier years to the larger structures which later came to typify the block. The facade has an unusual but nicely balanced combination of segmental arched window and door openings. The central arch rises above the window openings and frames the round-arched center entrance to the building.

The Freight House (#70) to the north of the tracks is also a brick building. Although no more than 50 feet wide, the structure is over 600 feet long. Most of its length is comprised of a single story, gable roofed storage shed. The shed is divided into bays by large doors opening onto loading platforms which are covered by overhangs of the gable roof. The front office is a two-story addition capped at both ends by a stepped gable.

The 1925-26 Union Station (#15) takes most of the block between Dwight Street and Main Street except for the Hotel Charles. This massive three-story building and its two-story baggage, mail, and express annex are brick with modified classical details in brick pilaster and cast stone cornice. Spandrel panels show decorative brick detail.

The Hotel Charles (#14) building contains several additions. The five-story building (A) which dates from 1890's is a panel brick structure with granite trim and oriel windows. The 1906, six story addition (B) is yellow brick with some renaissance style inspired details. The eleven-story 1928 building of brick with stone detail was described at the time as "French Renaissance".

The railroad arch (#109) and retaining wall (#100) are ashler granite masonry with some brownstone piers.

Staple to Inventory form at bottom

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, Boston

Community: Springfield	Form No: A
Property Name: Railroad District	

Indicate each item on inventory form which is being continued below.

The Terminal Building (#16) is a very nice example of early 20th century commercial design. Although it features spandrel panels and cornice motifs of Tudor derivation, the overall form and proportions, and especially the large percentage of window area, can reflect an interest in the Chicago school and an awareness and understanding of design capabilities made available by steel and concrete construction methods. The building also has some gothic revival details which were not usually used in Springfield's downtown buildings.

Acreage: 18.6 acres

Verbal Boundary Description and Justification

The district includes nine buildings and two structures facing the east-west tracks of the Boston and Albany Railroad. It is roughly bounded by Frank B. Murray, Main, Lyman and Spring Streets. Boundaries were selected to include the turn-of-the-century railroad related structures remaining downtown. Please refer to assessor's maps #215, 315, 316, 401.

Staple to Inventory form at bottom

United States Department of the Interior
National Park Service

Downtown Springfield field Railroad District
(Downtown Springfield MRA)
Hampden County
MASSACHUSETTS

Working No. 11/10/82-3025

Fed. Reg. Date: _____

Date Due: 12/9/82 - 12/25/82

Action: ACCEPT

RETURN 12/22/82

REJECT

Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

see continuation sheet

Nomination returned for: technical corrections cited below
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

has this property been determined eligible? yes no

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____

Statement of Significance (in one paragraph)

- _____ summary paragraph
- _____ completeness
- _____ clarity
- _____ applicable criteria
- _____ justification of areas checked
- _____ relating significance to the resource
- _____ context
- _____ relationship of integrity to significance
- _____ justification of exception
- _____ other

9. Major Bibliographical References

10. Geographical Data

Please provide acreage

Acreage of nominated property _____

Geographic name _____

USIT References _____

X Verbal boundary description and justification

Please provide

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature _____

Title _____

Date _____

13. Other

- _____ Maps
- _____ Photographs
- _____ Other

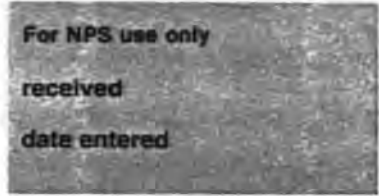
Questions concerning this nomination may be directed to _____

Signed *Melvin Byers* Date *12/22/82* Phone: 202 272-3504

Comments for any item may be continued on an attached sheet

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



Continuation sheet

Item number

Page 2025

Multiple Resource Area
Thematic Group

Name Downtown Springfield Multiple Resource Area
State MA

Nomination/Type of Review

Date/Signature

11. Downtown Springfield
Railroad District

Keeper

Bruce Lee Boyd 5/27/83

Attest

12. Chapin National Bank Building ^{Entered in the}
National Register

Keeper

Melvin Byers 2/24/83

Attest

13. Henking Hotel and Cafe

^{Entered in the}
National Register

Keeper

Melvin Byers 2/24/83

Attest

14. Massachusetts Mutual Life
Insurance Company

DOE/OWNER OBJECTION

Substantive Review

Determined Eligible

Keeper

Bruce Lee Boyd 2/24/83

Attest

15. Old Post Office

Substantive Review

Keeper

Attest

16. Olmsted-Hixon-Albion Block

^{Entered in the}
National Register

Keeper

Melvin Byers 2/24/83

Attest

17. Hampden Savings Bank

^{Entered in the}
National Register

Keeper

Melvin Byers 2/24/83

Attest

18. Fuller Block

^{Entered in the}
National Register

Keeper

Melvin Byers 2/24/83

Attest

19. Stearns Building

^{Entered in the}
National Register

Keeper

Melvin Byers 2/24/83

Attest

20. Morgan Block

substantive review

Keeper

Bruce Lee Boyd 5/27/83

Attest

United States Department of the Interior
National Park Service

Substantive Review

Downtown Springfield Railroad District
(Downtown Springfield MRA)
MA, Hampden County

Working No. 11.1A.82-2075
Fed. Reg. Date: 2/19/82
Date Due: 5/28/83
Action: ACCEPT 5/27/83
 RETURN
 REJECT
Federal Agency: _____

- resubmission
 - nomination by person or local government
 - owner objection
 - appeal
- Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria AHC/ACCEPT
Reviewer Mac Pousie
Discipline A.H.
Date 5.27.83
see continuation sheet

Nomination returned for: technical corrections cited below
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	<input type="checkbox"/> original site
		<input type="checkbox"/> moved date _____

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- clarity
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- dates

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Specific dates _____ Builder/Architect _____

Statement of Significance (in one paragraph)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Address of nominated property _____

Geographic name _____

USIT Reference _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

State Historic Preservation Officer signature _____

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: 202 272-3504

Comments for any item may be continued on an attached sheet



Economy
INSURANCE

Economy
**AUTO
INSURANCE**

Economy
INSURANCE

UNITED BOOKS
BOOKS - RECORDS - MAGAZINES - GAMES

Call

16 Downtown Springfield MA, Ma

"

"

Railroad District



109

Downtown Springfield MRA, Mea

Downtown Springfield Railroad District



15

Downtown Springfield MRA, Ma

"

"

Roadside District



BOSTON & ALBANY

FREIGHT

HOUSE



EF CO.

70

Downtown Springfield M.R.T., Ma.

" " Railroad District



14

Downtown Springfield, MA, Ma

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Railroad District



Downtown Springfield MRA, Ma

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Railroad District

73



Downtown Springfield MRA, Ma

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U Railroad District



Dorchester Springfield MRA, Ma

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Downtown Springfield MRT, Ma

u u Railroad District



WALT LINE CENTER
FEB 1961

M. S. CA

Downtown Springfield MA, Ma

11

11

Road District



NORTH END PHARMACY

WALKER'S

NORTH END PHARMACY

WALKER'S

Downtown Springfield MRA, Ma

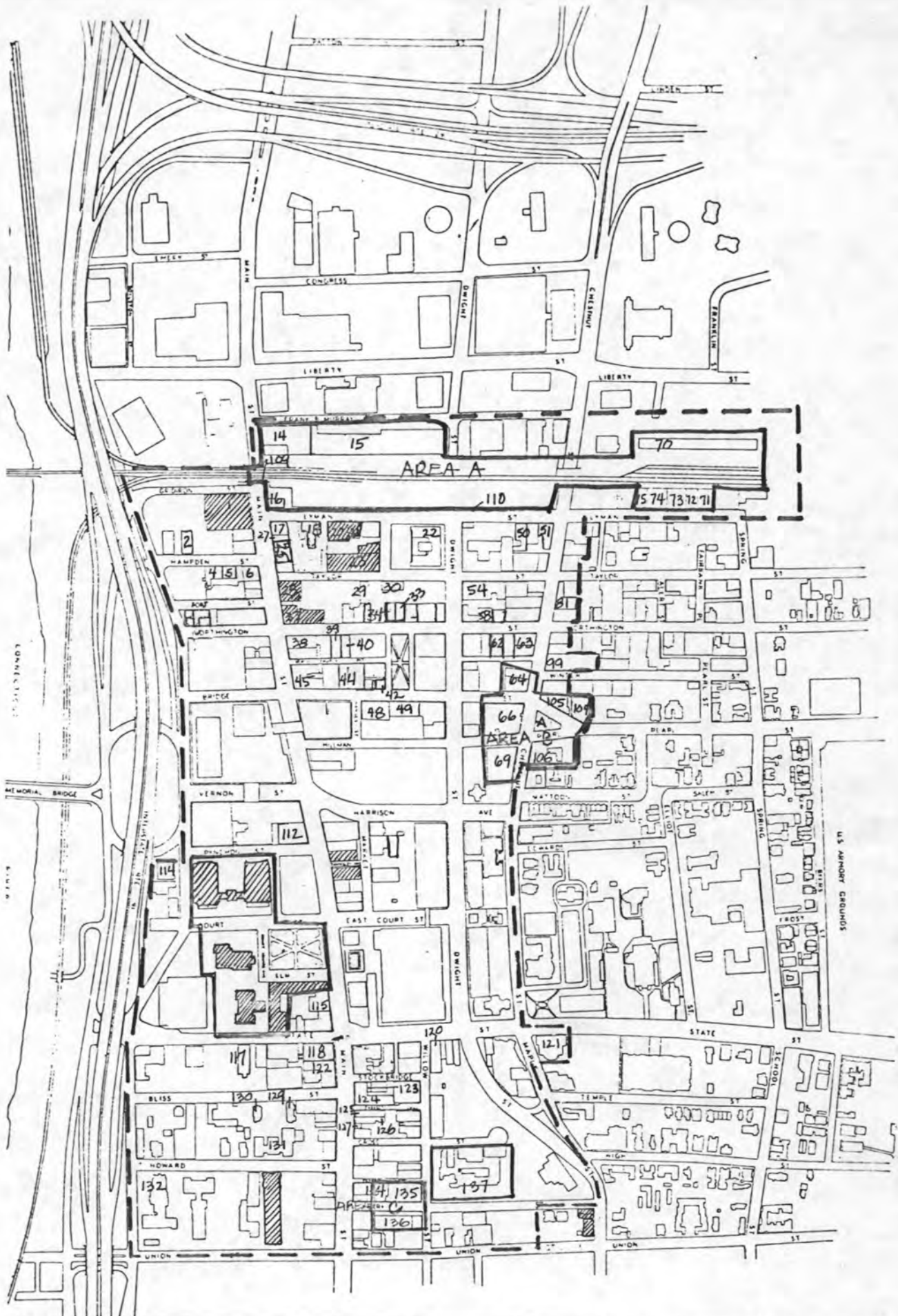
11

11 Railroad District



Downtown Springfield MRA, ma

Downtown Springfield Railroad District



DOWNTOWN

PREPARED BY CITY PLANNING DEPARTMENT
 SPRINGFIELD, MASSACHUSETTS

DOWNTOWN SPRINGFIELD HISTORIC RESOURCE AREA.

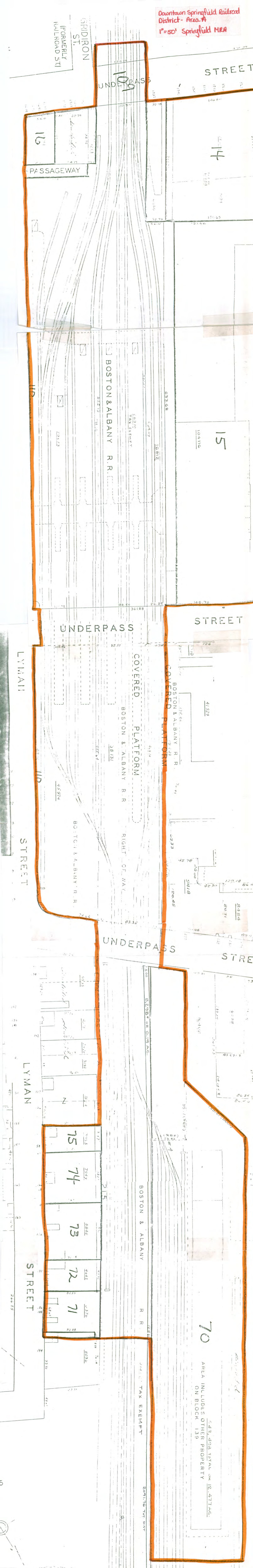


SCALE
 IN 1961

NOVEMBER, 1975

▨ LISTED IN NATIONAL REGISTER

Downtown Springfield Railroad District - Area A
 1" = 50' Springfield MRA



GRIDIRON ST.
 (FORMERLY RAILROAD ST)

UNDERPASS

STREET

PASSAGEWAY

BOSTON & ALBANY R.R.

STREET

UNDERPASS

LYMAN ST.

COVERED PLATFORM

BOSTON & ALBANY R.R.

RIGHT OF WAY

STREET

UNDERPASS

STREET

LYMAN STREET

BOSTON & ALBANY R.R.

LYMAN STREET

STREET

STREET

70

AREA INCLUDES OTHER PROPERTY ON BLOCK 139

TAX EXEMPT

209176 Tot DIST

543,498 TOTAL OR 12.477 AC.