

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Massachusetts
COUNTY: Suffolk
FOR NPS USE ONLY
ENTRY DATE

1. NAME

COMMON: South Station Headhouse (use for publication)
AND/OR HISTORIC: South Union Terminal

2. LOCATION

STREET AND NUMBER: Atlantic Avenue and Summer Street			
CITY OR TOWN: Boston		CONGRESSIONAL DISTRICT: 9th	
STATE: Massachusetts	CODE: 025	COUNTY: Suffolk	CODE: 025

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____ <input type="checkbox"/> Comments _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME: Boston Redevelopment Authority		
STREET AND NUMBER: Boston City Hall		
CITY OR TOWN: Boston	STATE: Massachusetts	CODE: 025

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Suffolk County Registry of Deeds		
STREET AND NUMBER: Pemberton Square		
CITY OR TOWN: Boston	STATE: Massachusetts	CODE: 025

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Inventory of the Historic Assets of the Commonwealth of Massachusetts		
DATE OF SURVEY: 1974 <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local		
DEPOSITORY FOR SURVEY RECORDS: Massachusetts Historical Commission		
STREET AND NUMBER: 40 Beacon Street		
CITY OR TOWN: Boston	STATE: Massachusetts	CODE: 025

SEE INSTRUCTIONS

STATE: Massachusetts
COUNTY: Suffolk
ENTRY NUMBER
DATE
FOR NPS USE ONLY

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Massachusetts	
COUNTY Suffolk	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	FEB 13 1975

(Number all entries) 7p2

The terminal is a 5 story, symmetrical brick structure. The building has a dominant curved headhouse, faced with granite, which was flanked by tan brick wings along Atlantic Avenue and Summer Street; its elbow-shape plan shielded the immense train shed and track facilities from public view. In elevation, the station is divided visually in two layers, giving a pronounced horizontal emphasis: the 2 lower floors are faced with rough-hewn granite and are separated by a continuous stringcourse from the upper floors, which are unified by smooth masonry vertical members in the Giant Order. (This bisection corresponds functionally to the public uses of the lower floors and to the company offices above; it also reflects the double decker track system with subway and suburban electric systems below the track level used for long distance runs.) A continuous entablature with a balustraded parapet is interrupted at the headhouse by an ornate clockpiece, topped by a monumental eagle, which continues the vertical orientation of the pedimented portico just below.

The headhouse has five symmetrically disposed major bays. Its central bay is framed by full-height piers and has 3 grand round arch entrances. The middle arch and accompanying piers project and support the large portico of paired Ionic columns with a triangular pediment. The lateral parts of this central bay and the next two secondary flanking bays continue the Giant Order colonnade behind which the window wall is recessed. In contrast to the columns, the pair of tertiary bays in the headhouse project slightly and are inset with a triple bank of rectangular windows. This latter pavillion motif was repeated at the termination of the wings which otherwise were long plain blocks. Their fenestration pattern on the lower level repeated the round arch theme set in the headhouse; on the upper tier, full height piers separate vertically-arranged rectangular window pairs.

The terminal complex has undergone considerable change, although the headhouse portion externally remains intact. The metal train shed, a combination of cantilevered arms plus floating middle truss, along with the two story metal covered midway, had to be demolished within 30 years due to deterioration. At the same time, interior alterations were made to the passenger waiting rooms and service areas. A single story extention to the Atlantic Avenue wing was demolished along with the full Atlantic Avenue wing and half of the Summer Street wing (from the terminating pavillion through and including the mid-pavillion).

The terminal is part of the South Station Urban Renewal

Massachusetts

Suffolk



The terminal is a 5 story, asymmetrical brick structure. The building has a prominent curved headhouse, faced with granite, which was flanked by an brick wings a one Atlantic Avenue and Summer Street. The headhouse plan shielded the immense train shed and train shed from public view. In elevation, the station is divided visually into two layers, giving a pronounced horizontal appearance. The lower floors are faced with rough-hewn granite and are separated by a continuous stringcourse from the upper floors. The upper floors are faced with smooth masonry vertical panels. This division corresponds functionally to the lower floors and to the company offices above. The double decker track system with subway and electric systems below the track level used for long distance trains. A continuous entablature with a rusticated parapet is interrupted at the headhouse by an ornate clockface, topped by a monumental eagle, which continues the vertical orientation of the pedimented portico just below. The headhouse has five asymmetrical, disposed major bays. The central bay is framed by full-height piers and has a grand round arch entrance. The middle arch and accompanying piers project and support the large cornice of paired Ionic columns with a triangular pediment. The lateral parts of this central bay and the next two secondary bays contain the giant order colonnade behind which the window wall is recessed. In contrast to the columns, the pair of tertiary bays in the headhouse project slightly and are lined with a triple bank of rectangular windows. This latter pavilion motif was repeated at the termination of the wings which otherwise were long plain blocks. Their fenestration pattern on the lower level repeated the round arch theme set in the headhouse; on the upper level full height piers separate vertically-arranged rectangular window parts.

The terminal complex has undergone considerable change, although the headhouse portion externally remains intact. The metal train shed, a combination of cantilevered arms and floor and middle truss, along with the two story metal covered midway had to be demolished within 30 years due to deterioration. At the same time, interior alterations were made to the passenger waiting rooms and service areas. A single story extension to the Atlantic Avenue wing was demolished along with the full Atlantic Avenue wing and half of the Summer Street wing (from the terminating pavilion through and including the mid-pavilion). The terminal is part of the South Station Urban Renewal

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE Massachusetts	
COUNTY Suffolk	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	FEB 18 1975

(Number all entries) 703

Project. Plans and prior commitments require the demolition of the remaining Summer Street wings leaving the entire headhouse as the primary gateway from the central business district to the new intermodal transportation center to be developed behind the headhouse. Although surface vehicular access ways will penetrate the site at the points of the wings, the lateral vision lines will be re-established by the Atlantic Avenue bus terminal and a new office building located on Summer Street.



7. DESCRIPTION

CONDITION

(Check One)

 Excellent Good Fair Deteriorated Ruins Unexposed

(Check One)

 Altered Unaltered

(Check One)

 Moved Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The terminal is a 5 story, symmetrical brick structure. The building has a dominant curved headhouse, faced with granite, which is flanked by tan brick wings along Atlantic Avenue and Summer Street; its elbow-shape plan shielded the immense train shed and track facilities from public view. In elevation, the station is divided visually in two layers, giving a pronounced horizontal emphasis: the 2 lower floors are faced with rough-hewn granite and are separated by a continuous stringcourse from the upper floors, which are unified by smooth masonry vertical members in the Giant Order. (This bisection corresponds functionally to the public uses of the lower floors and to the company offices above; it also reflects the double decker track system with subway and suburban electric systems below the track level used for long distance runs.) A continuous entablature with a balustraded parapet is interrupted at the headhouse by an ornate clockpiece, topped by a monumental eagle, which continues the vertical orientation of the pedimented portico just below.

The headhouse has five symmetrically disposed major bays. Its central bay is framed by full-height piers and has 3 grand round arch entrances. The middle arch and accompanying piers project and support the large portico of paired Ionic columns with a triangular pediment. The lateral parts of this central bay and the next two secondary flanking bays continue the Giant Order colonnade behind which the window wall is recessed. In contrast to the columns, the pair of tertiary bays in the headhouse project slightly and are inset with a triple bank of rectangular windows. This latter pavillion motif is repeated at the termination of the wings which otherwise are long plain blocks. Their fenestration pattern on the lower level repeats the round arch theme set in the headhouse; on the upper tier, full height piers separate vertically-arranged rectangular window pairs.

The terminal complex has undergone considerable change, although the headhouse externally remains intact. The metal train shed, a combination of cantilevered arms plus floating middle truss, along with the two story metal covered midway, had to be demolished within 30 years due to deterioration. At the same time, interior alterations were made to the passenger waiting rooms and service areas. A single story extension to the Atlantic Avenue wing was demolished along with duplicate sections of the present wings, which now terminate in the lateral pavillions.

The terminal is part of the South Station Urban Renewal Project.

Plans and prior commitments require the demolition of the pair of lateral wings leaving the entire headhouse as the primary gateway from the central business district to the new intermodal transportation center to be developed behind the headhouse. Although surface vehicular access ways will penetrate the site at the points of the present wings, the lateral vision lines will be re-established by the Atlantic Ave. bus terminal and a new office building located on Summer Street.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1896-1899

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The project for the South Union Station began in 1896 with the incorporation of the Boston Terminal Company, which was composed of the Boston and Albany Railroad Company, the New England Railroad Company, the Boston and Providence Railroad Corporation, the Old Colony Railroad Company and the New York, New Haven and Hartford Railroad Company, uniting the lines from the south of Boston. The trend toward consolidation gained momentum with the skyrocketing costs of maintaining individual lines. Following the North Station example, the new Boston Terminal Co. demolished the 1880 New England Station at Summer Street and Atlantic Avenue which had itself replaced the Boston, Hartford and Erie depot then only nine years old.

A year of planning preceded the construction of the new terminal and produced several important innovations in station planning and track layout. Two major considerations resulted in a prototypical "double decker" track system. First, the terminal site had size constraints due to the high land costs; second, public pressure demanded subway and electric service at the site for efficiency, economy, and minimal polluting effect. The suburban subway and electric lines were underground on a loop track, while the long distance passenger runs had 28 tracks at street level. (This piggyback system reached its acme several years later at New York's Grand Central.) Construction of the terminal took two years beginning in 1897. Dedicated in late December of 1898, the station opened publicly in January, 1899, and was the largest (and quickly the busiest) passenger station in the country. By 1916, South Station was handling 16 million more passengers than Grand Central Station in New York.

The train shed was distinguished technologically by its wide span, 570 feet in total. The engineer designer, J. Worcester, of the Terminal Company adapted the 1891-94 St. Louis Union Station example of an inverted arch/truss system with 5 segments, by combining a curved truss and cantilever arms to create a vast, open shed of only 3 segments. Unfortunately, the effect of pollutants within the shed seriously weakened the structure and forced its demolition in 1930. Numerous other new mechanical devices (track switches, furnaces, trial electric signal lights) as well as passenger amenities (restaurants, washrooms, travel services, etc.) were included in the station.

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
MASSACHUSETTS	
COUNTY	
SUFFOLK	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries) 8. Significance (Cont'd)

In addition to its role in the evolution of station planning, South Station is also significant for its architecture. It was designed by Shepley, Rutan, and Codrington and built by Norcross Brothers, who were contractors for the majority of H. H. Richardson's works and were the owners of multiple quarries that supplied granite for the architects. South Station was Boston's first (and only remaining) monumental public example of the Neo-classical Revival style. Although the firm was Richardson's successor, the major impetus for the station design comes not from his work but from C. B. Atwood's Terminal Station at the 1893 World's Columbian Exposition in Chicago. Active in Chicago during and after the Exposition, the Boston firm produced a considerable Neo-classical and Beaux Arts classical repertoire. South Station, a more restrained, sober and quiet design than their earlier classicizing works, established this trend in later railway terminals, including Pennsylvania Station, New York, and Union Station, Chicago - now both demolished. Boston had firmly rejected the mid-century picturesque station type: the only remnant was the clockpiece, no longer set high on a square tower, but just above the roofline. The clock, long a symbol of the railroad industry's reliance on punctuality and speed, was manufactured by the Edward Howard Clock Company of Roxbury and, later, Waltham. It is the largest and only remaining double, three-legged escapement mechanism in New England.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Alexander, E.P. Down at the Depot, New York: Clarkson Potter, 1970.
2. Boston Herald, September 5, 1897; October 18, 1964.
3. Francis, G.B. The South Terminal Station, Boston, Mass. reprinted from Proceedings, American Society of Engineers, December, 1899.
4. Meeks, C.L.V. The Railroad Station, An Architectural History, New Haven: Yale University Press, 1956.
5. Whitehill, W.H. Boston: A Topographical History, 2nd ed., Cambridge: Belknap Press of Harvard University, 1968.
6. Windsor, J., ed. The Memorial History of Boston, Boston: J.R. Osgood, 1880.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE	LATITUDE		LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes Seconds	Degrees Minutes Seconds
NW	° ' "	° ' "	°	' "	° ' "
NE	° ' "	° ' "	42	21 07.294	71 03 20.393
SE	° ' "	° ' "			
SW	° ' "	° ' "			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 0.5

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Elizabeth Amadon, Executive Director, by Boston Landmarks Commission

ORGANIZATION: Massachusetts Historical Commission DATE: October, 1974

STREET AND NUMBER:
40 Beacon Street

CITY OR TOWN: Boston STATE: Massachusetts CODE: 02108
 CODE: 025

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Elizabeth R. Amadon
 Elizabeth R. Amadon

Title State Historic Preservation Officer (designee)

Date October 31, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

 Director, Office of Archeology and Historic Preservation

Date _____

ATTEST: _____

 Keeper of The National Register

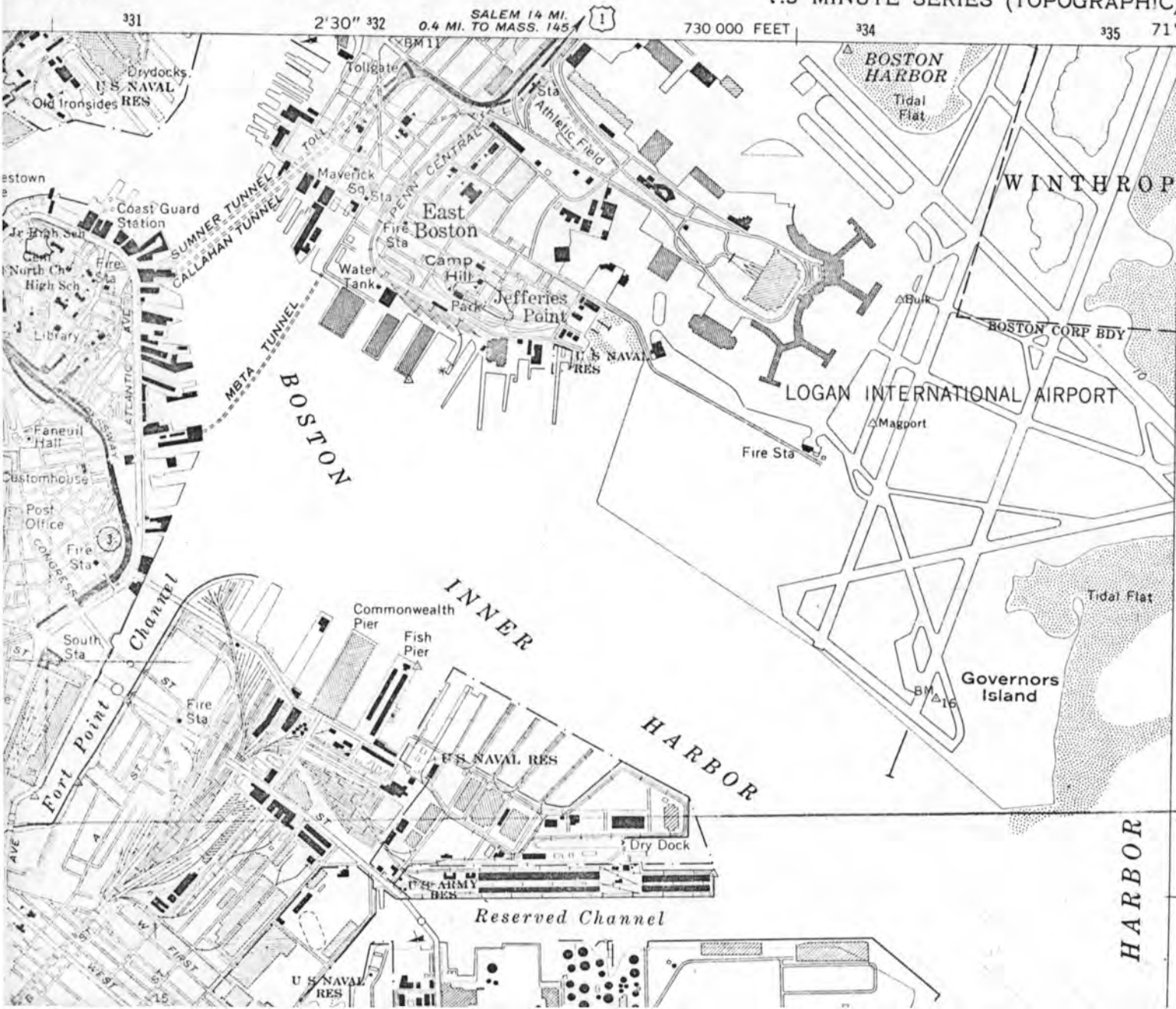
Date _____

SEE INSTRUCTIONS

MASSACHUSETTS
ENGINEERING WORKS

BOSTON SOUTH QUADRANGLE
MASSACHUSETTS
7.5 MINUTE SERIES (TOPOGRAPHIC)

6868 IV NW
(LYNN)



331 2'30" 332 0.4 MI. TO MASS. 145 730 000 FEET 334 335 71°00' 42°22'30"

SOUTH STATION HEADHOUSE
Atlantic Ave. & Summer St
Boston, Massachusetts

LAT: 42° 21' 07.294"
LONG: 71° 03' 20.393"

4690690

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

1. NAME

COMMON

South Station Headhouse

AND/OR HISTORIC

South Union Terminal

NUMERIC CODE (Assigned by NPS)

2. LOCATION

STATE

Massachusetts

COUNTY

Suffolk

TOWN

Boston

STREET AND NUMBER

Atlantic Avenue and Summer Street

3. MAP REFERENCE

SOURCE

U.S.G.S. , Boston South

DATE

1970

SCALE

1:24,000

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.

PROPERTY South Station Headhouse STATE Mass.

WORKING NUMBER 11.7.74.1959

TECH REVIEW
PHOTOS _____
MAPS _____

CONTROL REVIEW

HISTORIAN

ARCHITECTURAL HISTORIAN *What is being nominated is just a small portion of the original now demolished - a shame. One wing is still standing - an integral part of station - but is not included in nomination. CONF. Hejandl 11/12/74*

ARCHEOLOGIST *If this is put on the Register as is, will demolition of the remaining wing be affected?* CONF JCT 11/12/74

REVIEW UNIT CHIEF

CONF. ~~RECEIVED~~ Accept
RETURN 11/13/74 Edy 11/13/74

BRANCH CHIEF

KEEPER

National Register Write-up _____

Send-back 12.24.74

Federal Register entry _____

Re-submit 1.28.75

Entered _____ FEB 13 1975

The attached National Register Inventory-Nomination form is being returned to your office for clarification of the information indicated below. PLEASE RETURN THIS FORM WHEN THE NOMINATION IS RESUBMITTED.

7 Description: Please include a description of the entire building, including the
Summer St. wing.

RECEIVED

DEC 30 1974

8 Statement of Significance: _____

MASS. HIST. COMM.

9 Bibliography: _____

10 Geographical Data -- Acreage: _____

UTM Reference(s): _____

Verbal Boundary Description: _____

12 Certification: _____

Photographic Coverage: _____

Map Coverage: _____

Other: Per conversation with Elizabeth Amadon, nominate entire building rather
than just the Headhouse. The name of the property nominated should be "South
Station." See attached letter.

Questions concerning this nomination may be directed to Ward Jandl
on the National Register staff, telephone 202/523-5484.

Thank you for your attention to the above items.

Matthew H. Cole
Chief, Branch of Registration

Date: 12-6-74

PH0065005

DATA SHEET

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Massachusetts
COUNTY: Suffolk
FOR NPS USE ONLY
ENTRY DATE FEB 13 1975

1. NAME

COMMON: South Station Headhouse (use for publication)
AND/OR HISTORIC: South Union Terminal

2. LOCATION

STREET AND NUMBER: Atlantic Avenue and Summer Street			
CITY OR TOWN: Boston		CONGRESSIONAL DISTRICT: 9th	
STATE Massachusetts	CODE 025	COUNTY: Suffolk	CODE 025

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Comments

4. OWNER OF PROPERTY

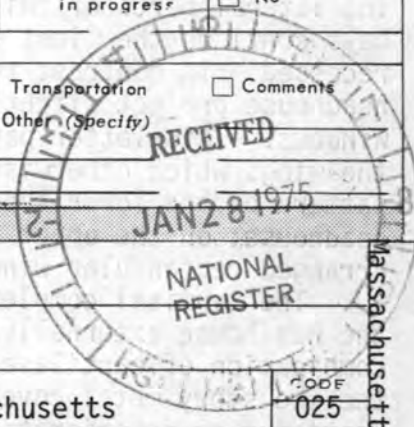
OWNER'S NAME: Boston Redevelopment Authority		
STREET AND NUMBER: Boston City Hall		
CITY OR TOWN: Boston	STATE: Massachusetts	CODE 025

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Suffolk County Registry of Deeds		
STREET AND NUMBER: Pemberton Square		
CITY OR TOWN: Boston	STATE: Massachusetts	CODE 025

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Inventory of the Historic Assets of the Commonwealth of Massachusetts		
DATE OF SURVEY: 1974 <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local		
DEPOSITORY FOR SURVEY RECORDS: Massachusetts Historical Commission		
STREET AND NUMBER: 40 Beacon Street		
CITY OR TOWN: Boston	STATE: Massachusetts	CODE 025



STATE: Massachusetts
COUNTY: Suffolk
ENTRY NUMBER
DATE
FOR NPS USE ONLY

SEE INSTRUCTIONS

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE						
<p>The terminal is a 5 story, symmetrical brick structure. The building has a dominant curved headhouse, faced with granite, which is flanked by tan brick wings along Atlantic Avenue and Summer Street; its elbow-shape plan shielded the immense train shed and track facilities from public view. In elevation, the station is divided visually in two layers, giving a pronounced horizontal emphasis: the 2 lower floors are faced with rough-hewn granite and are separated by a continuous stringcourse from the upper floors, which are unified by smooth masonry vertical members in the Giant Order. (This bisection corresponds functionally to the public uses of the lower floors and to the company offices above; it also reflects the double decker track system with subway and suburban electric systems below the track level used for long distance runs.) A continuous entablature with a balustraded parapet is interrupted at the headhouse by an ornate clockpiece, topped by a monumental eagle, which continues the vertical orientation of the pedimented portico just below.</p> <p>The headhouse has five symmetrically disposed major bays. Its central bay is framed by full-height piers and has 3 grand round arch entrances. The middle arch and accompanying piers project and support the large portico of paired Ionic columns with a triangular pediment. The lateral parts of this central bay and the next two secondary flanking bays continue the Giant Order colonnade behind which the window wall is recessed. In contrast to the columns, the pair of tertiary bays in the headhouse project slightly and are inset with a triple bank of rectangular windows. This latter pavillion motif is repeated at the termination of the wings which otherwise are long plain blocks. Their fenestration pattern on the lower level repeats the round arch theme set in the headhouse; on the upper tier, full height piers separate vertically-arranged rectangular window pairs.</p> <p>The terminal complex has undergone considerable change, although the headhouse externally remains intact. The metal train shed, a combination of cantilevered arms plus floating middle truss, along with the two story metal covered midway, had to be demolished within 30 years due to deterioration. At the same time, interior alterations were made to the passenger waiting rooms and service areas. A single story extension to the Atlantic Avenue wing was demolished along with duplicate sections of the present wings, which now terminate in the lateral pavillions.</p> <p>The terminal is part of the South Station Urban Renewal Project. Plans and prior commitments require the demolition of the pair of lateral wings leaving the entire headhouse as the primary gateway from the central business district to the new intermodal transportation center to be developed behind the headhouse. Although surface vehicular access ways will penetrate the site at the points of the present wings, the lateral vision lines will be re-established by the Atlantic Ave. bus terminal and a new office building located on Summer Street.</p>						

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	FEB 13 1975

AMENDED SECTION 7 - DESCRIPTION
(Continuation Sheet)

(Number all entries)

The terminal is a 5 story, symmetrical brick structure. The building has a dominant curved headhouse, faced with granite, which was flanked by tan brick wings along Atlantic Avenue and Summer Street; its elbow-shape plan shielded the immense train shed and track facilities from public view. In elevation, the station is divided visually in two layers, giving a pronounced horizontal emphasis: the 2 lower floors are faced with rough-hewn granite and are separated by a continuous stringcourse from the upper floors, which are unified by smooth masonry vertical members in the Giant Order. (This bisection corresponds functionally to the public uses of the lower floors and to the company offices above; it also reflects the double decker track system with subway and suburban electric systems below the track level used for long distance runs.) A continuous entablature with a balustraded parapet is interrupted at the headhouse by an ornate clockpiece, topped by a monumental eagle, which continues the vertical orientation of the pedimented portico just below.

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The terminal is part of the South Station Urban Renewal



10

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Massachusetts	
COUNTY Suffolk	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	FEB 13 1975

(Number all entries)

Project. Plans and prior commitments require the demolition of the remaining Summer Street wings leaving the entire headhouse as the primary gateway from the central business district to the new intermodal transportation center to be developed behind the headhouse. Although surface vehicular access ways will penetrate the site at the points of the wings, the lateral vision lines will be re-established by the Atlantic Avenue bus terminal and a new office building located on Summer Street.



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1896-1899

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The project for the South Union Station began in 1896 with the incorporation of the Boston Terminal Company, which was composed of the Boston and Albany Railroad Company, the New England Railroad Company, the Boston and Providence Railroad Corporation, the Old Colony Railroad Company and the New York, New Haven and Hartford Railroad Company, uniting the lines from the south of Boston. The trend toward consolidation gained momentum with the skyrocketing costs of maintaining individual lines. Following the North Station example, the new Boston Terminal Co. demolished the 1880 New England Station at Summer Street and Atlantic Avenue which had itself replaced the Boston, Hartford and Erie depot then only nine years old.

A year of planning preceded the construction of the new terminal and produced several important innovations in station planning and track layout. Two major considerations resulted in a prototypical "double decker" track system. First, the terminal site had size constraints due to the high land costs; second, public pressure demanded subway and electric service at the site for efficiency, economy, and minimal polluting effect. The suburban subway and electric lines were underground on a loop track, while the long distance passenger runs had 28 tracks at street level. (This piggyback system reached its acme several years later at New York's Grand Central.) Construction of the terminal took two years beginning in 1897. Dedicated in late December of 1898, the station opened publicly in January, 1899, and was the largest (and quickly the busiest) passenger station in the country. By 1916, South Station was handling 16 million more passengers than Grand Central Station in New York.

The train shed was distinguished technologically by its wide span, 570 feet in total. The engineer designer, J. Worcester, of the Terminal Company adapted the 1891-94 St. Louis Union Station example of an inverted arch/truss system with 5 segments, by combining a curved truss and cantilever arms to create a vast, open shed of only 3 segments. Unfortunately, the effect of pollutants within the shed seriously weakened the structure and forced its demolition in 1930. Numerous other new mechanical devices (track switches, furnaces, trial electric signal lights) as well as passenger amenities (restaurants, washrooms, travel services, etc.) were included in the station.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Alexander, E.P. Down at the Depot, New York: Clarkson Potter, 1970.
2. Boston Herald, September 5, 1897; October 18, 1964.
3. Francis, G.B. The South Terminal Station, Boston, Mass. reprinted from Proceedings, American Society of Engineers, December, 1899.
4. Meeks, C.L.V. The Railroad Station, An Architectural History, New Haven: Yale University Press, 1956.
5. Whitehill, W.H. Boston: A Topographical History, 2nd ed., Cambridge: Belknap Press of Harvard University, 1968.
6. Windsor, J., ed. The Memorial History of Boston, Boston: J.R. Osgood, 1880.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		42 21 07.294	71 03 20.393	
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 0.5

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Elizabeth Amadon, Executive Director, by Boston Landmarks Commission

ORGANIZATION: Massachusetts Historical Commission DATE: October, 1974

STREET AND NUMBER:
40 Beacon Street

CITY OR TOWN: Boston STATE: Massachusetts CODE: 02108 025

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Elizabeth R. Amadon
Elizabeth R. Amadon

Title State Historic Preservation Officer (designee)

Date October 31, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

ABWortman
Director, Office of Archeology and Historic Preservation

Date 2/13/75

ATTEST:

[Signature]
Keeper of The National Register

Date 2-12-75

UTM 19/330670 4690690 44

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE MASSACHUSETTS	
COUNTY SUFFOLK	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	FEB 18 1975

(Number all entries) 8. Significance (Cont'd)

In addition to its role in the evolution of station planning, South Station is also significant for its architecture. It was designed by Shepley, Rutan, and Cordidge and built by Norcross Brothers, who were contractors for the majority of H. H. Richardson's works and were the owners of multiple quarries that supplied granite for the architects. South Station was Boston's first (and only remaining) monumental public example of the Neo-classical Revival style. Although the firm was Richardson's successor, the major impetus for the station design comes not from his work but from C. B. Atwood's Terminal Station at the 1893 World's Columbian Exposition in Chicago. Active in Chicago during and after the Exposition, the Boston firm produced a considerable Neo-classical and Beaux Arts classical repertoire. South Station, a more restrained, sober and quiet design than their earlier classicizing works, established this trend in later railway terminals, including Pennsylvania Station, New York, and Union Station, Chicago - now both demolished. Boston had firmly rejected the mid-century picturesque station type: the only remnant was the clockpiece, no longer set high on a square tower, but just above the roofline. The clock, long a symbol of the railroad industry's reliance on punctuality and speed, was manufactured by the Edward Howard Clock Company of Roxbury and, later, Waltham. It is the largest and only remaining double, three-legged escapement mechanism in New England.



Property South Station Headhouse

2nd control sheet

State Mass.

Working Number 11.7.74.1959

Sulfalk

TECHNICAL

Photos 3 + 2 return photos
Maps 2

CONTROL

CM
OK 1/30/74

HISTORIAN

ARCHITECTURAL HISTORIAN

Our contention that the sole remaining wing is an integral part of the building, both architecturally and historically, is still valid. As with most large buildings, individual components have little architectural on their own, thus the SHPO's observation that the wing has little architectural merit in itself is true. At the same time, it is the combination of these elements or components that collectively give the building its giant and impressive scale. This, to me, is of greater aesthetic importance than the desire to give the building symmetry. (In fact, the original station, with its wings intact, was never exactly symmetrical with one wing 9 bays long, the other 11.) The SHPO is charged with nominating entire cultural resources, not fragments, but in this case I don't think there's any more we can do. Our suggestions and thinking have been expressed by letter, which the State has chosen to ignore. A very reluctant ACCEPT. HWJ and I 2/10/75

ARCHEOLOGIST

Agree upward - Accept J. Shorman 3/10/75

OTHER

HAER

Inventory _____
Review _____

REVIEW UNIT CHIEF

BRANCH CHIEF

accept Henry 2-10-75

KEEPER

Wm 2/18/75

National Register Write-up _____

Send-back _____

Entered FEB 13 1975

Federal Register Entry _____

4-1-15

Re-submit _____

INT:2106-74



PROPERTY OF THE NATIONAL REGISTER

1 of 5



PROPERTY OF THE NATIONAL REGISTER

3 of 5



SOUTH STATION

NEW ENGLAND NATIONAL BANK

Soda Case

ARMY & AIR FORCE RECRUITING CENTER


T

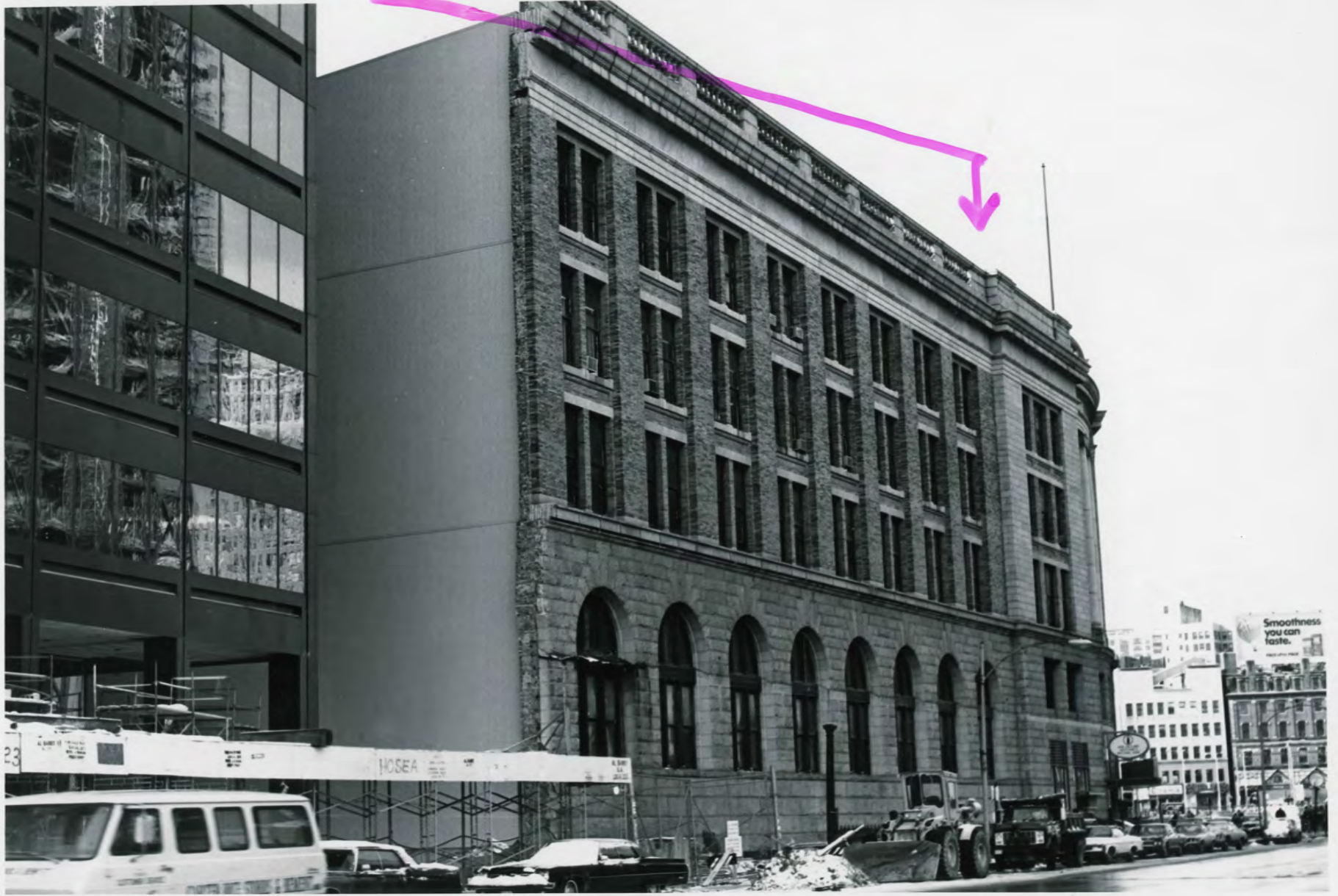
T

Return to. Mass Historical Commission
40 Beacon Street.
Boston, Massachusetts 02108

PROPERTY OF THE NATIONAL REGISTER

3075

 proposed demol. line
photograph Dec. 1974



Return to Mass. Historical Commission
40 Beacon Street
Boston, Massachusetts, 02108

PROPERTY OF THE NATIONAL REGISTER

4 of 5

— proposed demol. line
December 1974 photo



FORM 10-301 A
(6/72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

1. NAME COMMON		AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
South Station Headhouse		South Union Terminal	FEB 13 1975
2. LOCATION STATE		COUNTY	TOWN
Massachusetts		Suffolk	Boston
STREET AND NUMBER Atlantic Avenue and Summer Street			
3. PHOTO REFERENCE PHOTO CREDIT		DATE	NEGATIVE FILED AT
Boston Redevelopment Authority		1971	Boston Redevelopment Authority City Hall, Boston, MA
4. IDENTIFICATION DESCRIBE VIEW, DIRECTION, ETC.			

View of Headhouse from Dewey Square looking south-easterly with Summer Street wing at the left.

PROPERTY OF THE NATIONAL REGISTER

5045

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

(Type all entries - attach to or enclose with map)

1. NAME

COMMON

South Station Headhouse

AND/OR HISTORIC

South Union Terminal

NUMERIC CODE *(Assigned by NPS)*

FEB 13 1975

2. LOCATION

STATE

Massachusetts

COUNTY

Suffolk

TOWN

Boston

STREET AND NUMBER

Atlantic Avenue and Summer Street

3. MAP REFERENCE

SOURCE

U.S.G.S. , Boston South

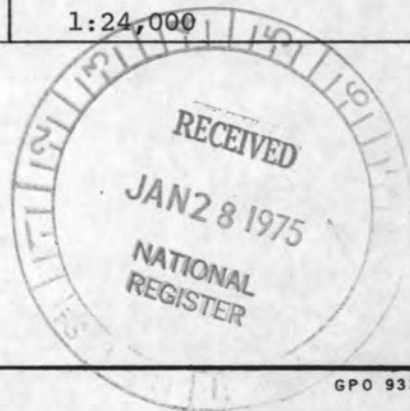
DATE

1970

SCALE

1:24,000

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.

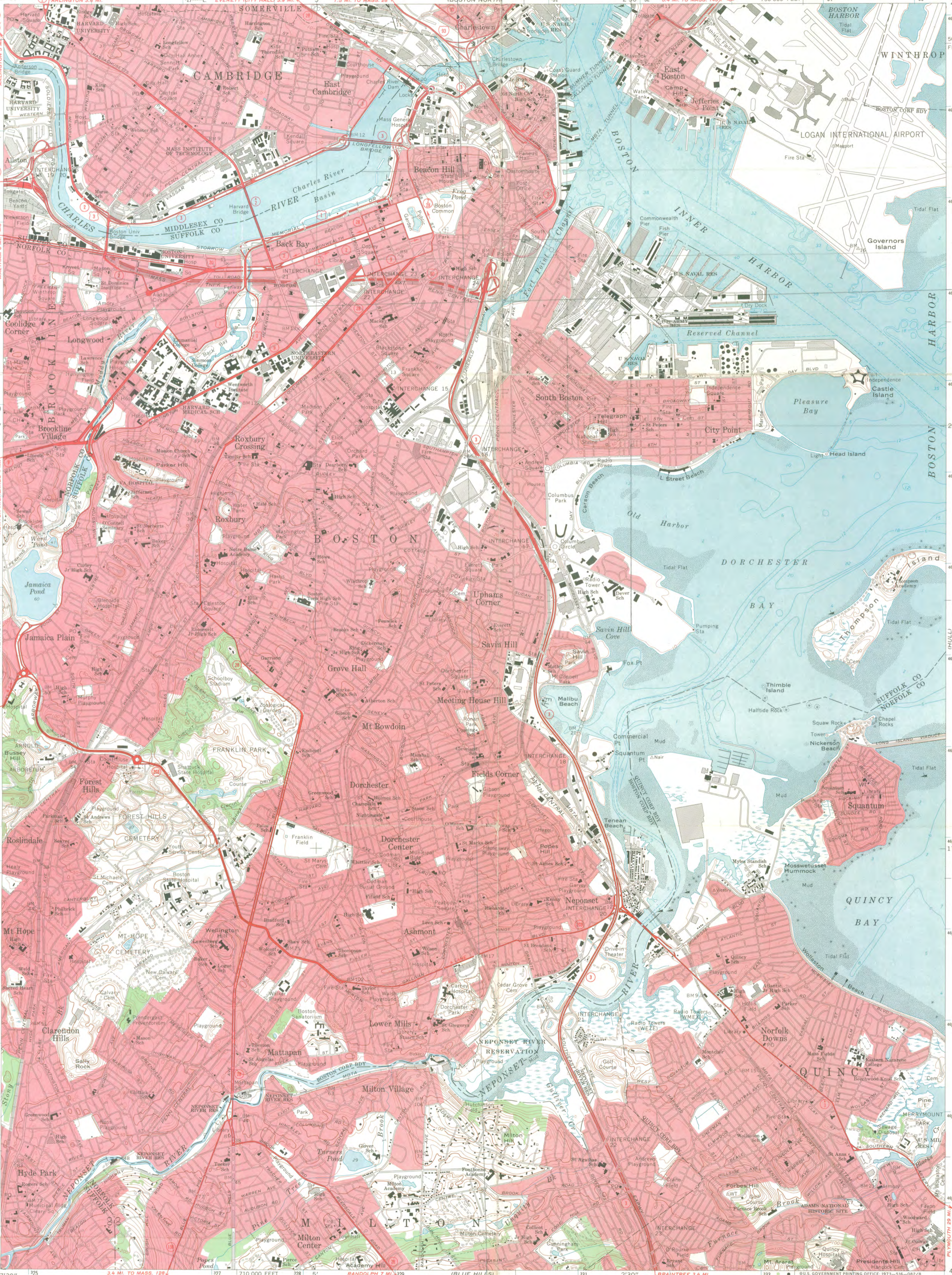


SOUTH STATION HEADHOUSE
Atlantic Ave. & Summer St.
Boston, Massachusetts

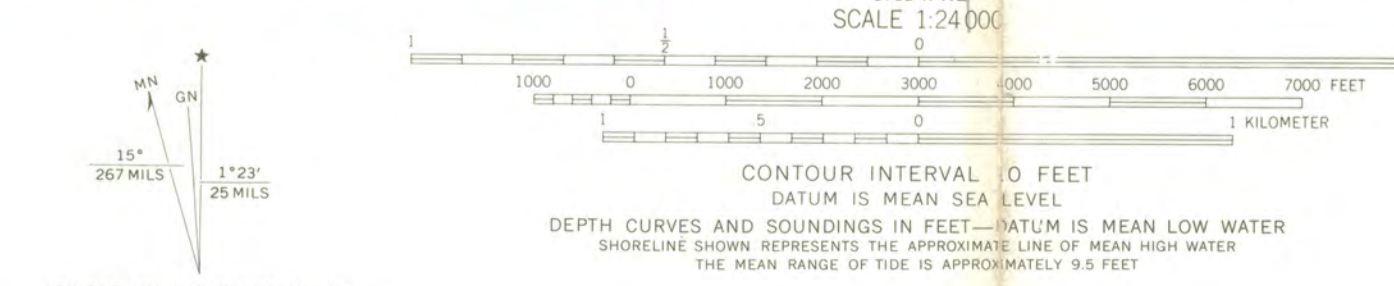
LAT: 42° 21' 07.294"
LONG: 71° 03' 20.393"

UTM
19J330670
4690690
HL

4690690



Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Topography by planetable surveys 1943. Revised from
aerial photographs taken 1969. Field checked 1970
Selected hydrographic data compiled from USC&GS Charts 246
and 248 (1971). This information is not intended for navigational
purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1,000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Boundaries in tidewater areas from information supplied
by Massachusetts Department of Public Works
Red tint indicates areas in which only landmark buildings are shown



ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

BOSTON SOUTH, MASS.
N4215—W7100/7.5
1970
AMS 6768 I SE—SERIES V814

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM
(Type all entries - attach to or enclose with map)

1. NAME

COMMON

South Station Headhouse

AND/OR HISTORIC

South Union Terminal

NUMERIC CODE (Assigned by NPS)

2. LOCATION

STATE

Massachusetts

COUNTY

Suffolk

TOWN

Boston

STREET AND NUMBER

Atlantic Avenue and Summer Street

3. MAP REFERENCE

SOURCE

sketch map - Boston
Redevelopment Authority

DATE

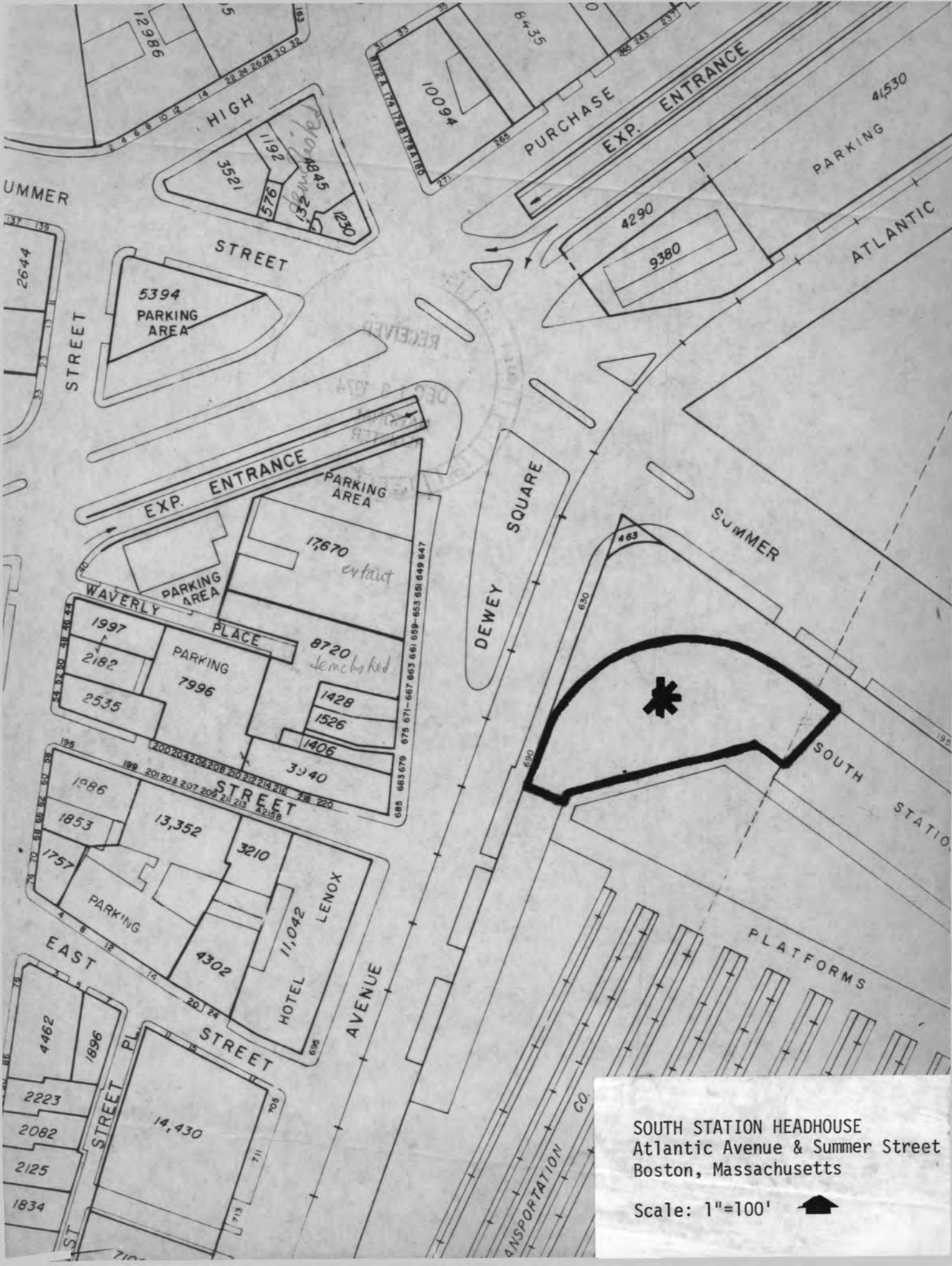
June 1, 1965

SCALE

1" = 100'

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.





SOUTH STATION HEADHOUSE
 Atlantic Avenue & Summer Street
 Boston, Massachusetts

Scale: 1"=100'

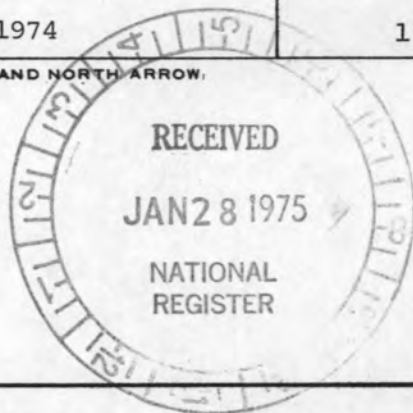




NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM
(Type all entries - attach to or enclose with map)

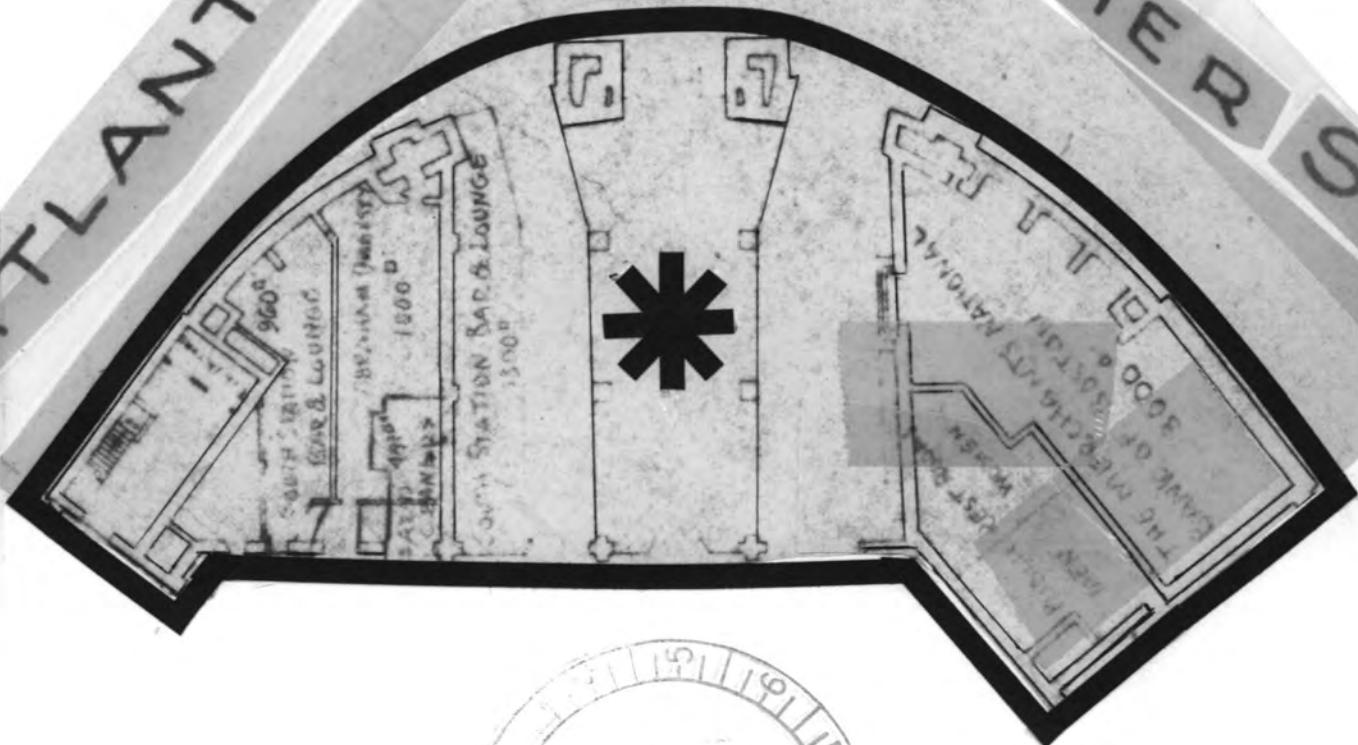
1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
South Station Headhouse	South Union Terminal	FEB 18 1975
2. LOCATION		
STATE	COUNTY	TOWN
Massachusetts	Suffolk	Boston
STREET AND NUMBER		
Atlantic Avenue and Summer Street		
3. MAP REFERENCE		
SOURCE	DATE	SCALE
Boston Redevelopment Authority	October, 1974	1"=40'

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.




ATLANTIC AVE.

SUMMER ST.



SOUTH STATION HEADHOUSE
 Atlantic Avenue & Summer Street
 Boston, Massachusetts

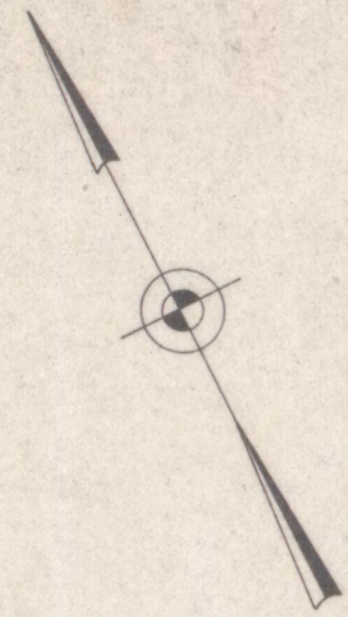
Scale: 1" = 40' 



BOSTON REDEVELOPMENT AUTHORITY City Hall / 1 City Hall Square / Boston, Massachusetts 02201 / Telephone (617) 722-4300



Boston Redevelopment Authority is an Equal Opportunity / Affirmative Action Employer



SUMMER STREET

AVENUE

STREET

AVENUE

SOUTH STATION

PARCEL C2-CIA
AREA = 81,958 SQ. FT.

DORCHESTER

ESSEX ST.

ATLANTIC

N 492,823.003
E 720,320.497
N 492,917.733
E 720,317.628
N 492,901.924
E 720,309.023

N 492,732.562
E 720,670.371

N 492,727.171
E 720,667.725

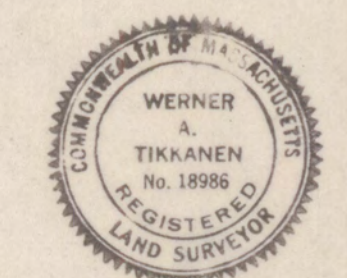
N 492,710.997
E 720,659.789

N 492,731.503
E 720,216.261

N 492,726.228
E 720,213.390

N 492,552.122
E 720,591.831

N 492,546.736
E 720,579.188



Werner & Tikkanen

NOTES:

1. THIS PLAN IS BASED UPON SURVEY INFORMATION FURNISHED BY BOSTON SURVEY CONSULTANTS INC.
2. COORDINATES ARE BASED ON THE MASSACHUSETTS GEODETIC SURVEY SYSTEM.
3. ARCADE - SIDEWALK GRADE TO 18' AVERAGE HEIGHT ABOVE SIDEWALK GRADE TO BE DESIGNATED FOR PUBLIC USE.

PREPARED BY	PARSONS, BRINCKERHOFF, QUADE & DOUGLAS INC. <i>Engineers - Architects - Planners</i>		
COMPUTED BY	J. A. YEARS		
TRACED BY	R. B. PECK		
CHECKED BY	W. A. TIKKANEN		

NO.	DWN.	CK'D.	NOTED	DATE
1	T.D.B.	W.V.	6-28-73	12' Approach Easement Removed
REVISIONS				

BOSTON REDEVELOPMENT AUTHORITY
CENTRAL BUSINESS DISTRICT — URBAN RENEWAL AREA
PROJECT NO. MASS.R-82
BOSTON - SUFFOLK - COUNTY - MASSACHUSETTS

DELIVERY PARCEL PLAN
PARCEL C2-CIA

APPROVED BY	<i>[Signature]</i> CHIEF ENGINEER B.R.A.
DRAWN BY	DATE
CHECKED BY	DATE
DATE	JAN. 5, 1973
SCALE:	1" = 40'

A = "TERMINAL AREA"
 C = "N.Y.C. AREA"

DORCHESTER AVE.

ATLANTIC AVE.

ATLANTIC AVE.

DEMOLITION LINE

DEMOLITION LINE

SUMMER

ST.

PROPERTY LINE

USA POST OFFICE DEPT

WAITING ROOM A

TICKET OFFICE A

AMERICAN NEWS 1000'

PUBLIC REST ROOM MEN WOMEN

THE MERCHANTS NATIONAL BANK OF BOSTON 3000'

FAITHFUL BROS FRUIT STORAGE (MOVABLE SPACE) SUBLESSOR OF AMERICAN NEWS

BAGGAGE ROOM

NEWHAVEN STATION PARLOR ROOM

USA POST OFFICE DEPT

REA EXPRESS 4000'

REA EXPRESS 2200'

ARMSTRONG TRANSFER EXPRESS

NYC 1180'

776' 000'

SHEET No 1 of 7 SHEETS

CONTINUATION

ATLANTIC AVE

N.Y.N.H.&H.R.R.CO.
 BOSTON DIVISION
 1ST FLOOR PLAN
 SOUTH STATION
 BOSTON, MASS.
 SCALE 1" = 40'
 MARCH, 1960

DFM



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

40 Beacon Street Boston, Massachusetts 02108

727-8470

John F. X. Davoren

Secretary of the Commonwealth

October 31, 1974



National Register of Historic Places
Department of the Interior
National Park Service
18th and C. Streets, N.W.
Washington, D.C. 20240

IMMEDIATE ATTENTION

Attention: Charles Herrington, Chief of Register

CERTIFIED MAIL

Dear Charles:

Enclosed is a National Register submission for the following property:

Boston, South Station Headhouse, Suffolk County.

South Station has been declared eligible for submission by the Massachusetts Historical Commission, the State Review Board, and has been signed by the State Historic Preservation Officer designee, Elizabeth R. Amadon.

Please note that we need your immediate attention on this submission, as the Boston, Redevelopment Authority is applying for Federal funds under the Amtrak Bill of 1974, and South Station must be on the National Register to qualify. We would appreciate your processing this nomination promptly. Please let us know if any other information is needed.

Sincerely,

Betty

Elizabeth R. Amadon
Executive Director
Massachusetts Historical Commission

ERA:cb
Encl.



11.7.74

BOSTON REDEVELOPMENT AUTHORITY City Hall / 1 City Hall Square / Boston, Massachusetts 02201 / Telephone (617) 722-4300

November 22, 1974

Mr. Ward Jandl
Architectural Historian
National Register
National Park Service
Department of the Interior
18th & C Street NW
Washington, D.C. 20240



Dear Ward:

As I mentioned on the telephone this week, I am forwarding you two maps of the existing South Station structure. The first (1st floor plan, South Station, Boston Division of N.Y., N.H. & H.H. R.R. CO., 1960) illustrates the floor layout in 1960 and as the building exists today, that is, the portion marked in red. The second map (Delivery Parcel Plan, Parcel C2-C1A, BRA, 1973) indicates the existing building (hatched lines) and the parcel which has been conveyed to the Stone & Webster Corporation under a contract entered into by the Department of Housing and Urban Development, the B.R.A., and the developer.

It would perhaps help to clarify the application in the following ways. The photograph was taken in 1971 prior to the demolition of the wing portions (area marked in blue on map #1). Also, please keep in mind that the application map shows only the boundary of the proposed area and not the structure as it exists. Amendments to the Section 7 - Description would clarify the building configuration.

The rationale for inclusion of the Headhouse on the National Register is multiple. It meets the criteria for inclusion as a building of local significance as the application form has already indicated. Its inclusion will permit the station complex to be eligible for major funding through the Amtrak Bill of 1974 and only thereby will permit preservation of the Headhouse.

The boundary for the Register application was reached in the following manner. The South Station Urban Renewal Plan of 1965 called for demolition of the entire terminal; the issue of preservation was eliminated at an early stage due to costs. Demolition of the Atlantic Avenue wing and the lattermost half of the Summer Street wing proceeded as planned. Construction of the Stone and Webster Building began and commitment to demolish the rest of the Summer Street wing for a landscaped area next to the Stone and Webster Building was then made.

This fall, in order to comply with the new Amtrak Act requirements, the station design was modified to retain the Headhouse without its wing, so the earlier contract with the developer could be met. At the same time, the aesthetic configuration of the new complex was considered. The retention of the Headhouse would maintain the original station's monumental symmetry and would assume new emphasis as the major entry to the terminal. The remainder of the wing was seen as a secondary element (brick, not granite, in the upper floors, asymmetrical, and now ragged due to the lack of any terminating projection or pavillion that formerly existed). For these reasons, it was the opinion of the planning and design staffs of this agency plus its consultants to nominate only the Headhouse to the Register.

I hope this amplifies and details the thinking behind this project.

Sincerely,

Judith B. McDonough

Judith McDonough
Preservation Planner



Attachments

CC: Philip Zeigler, Director of Planning
Elizabeth Amadon, Massachusetts Historical Commission

Boston Redevelopment Authority

Robert T. Kenney / Director

City Hall
1 City Hall Square
Boston, Massachusetts 02201
Telephone (617) 722-4300

Mr. William Murtagh
Keeper of the National Register
National Park Service
18th & C Street N.W.
Washington, D.C. 20240



DEC 2 1974

Dear Mr. Murtagh:

It has come to my attention that the nomination of the South Station Headhouse in Boston to the National Register has not been accepted as proposed. Briefly my office has learned of your staff's evaluation that the entire remaining portion of the existing terminal composed of the Headhouse and a portion of one wing should be listed instead of the Headhouse alone. I am very concerned about the nature of the Register listing because of the rather unique situation which the Boston Redevelopment Authority finds itself in. As you know, Boston's South Station is one of the prime sites being considered for funding through the recent Amtrak Act of 1974 which provides assistance in converting existing rail terminals to inter-modal transportation centers. Listing on the National Register is a requirement for eligibility under the program. Thus, I am most anxious in theory to nominate South Station to the Register because of the exciting possibilities of achieving a long standing development goal of the city at the same time that we preserve a structure of local architectural significance.

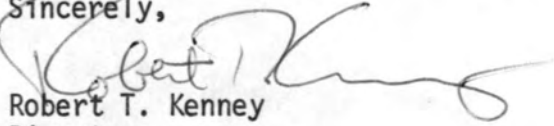
However, I am frankly concerned about including in the Register a building which we have a binding legal commitment to demolish in part. The South Station Urban Renewal Plan of 1965 called for demolition of the entire structure, and portions of the station have already been demolished. The remaining wing portion of the terminal on Summer Street sits on land which has already been conveyed to the Stone & Webster Company pursuant to a Land Disposition Agreement executed by Stone & Webster and the Boston Redevelopment Authority and confirmed by the Department of Housing and Urban Development. By agreement, the BRA continues to own and will use the wing for rail facilities through 1975. After that time the BRA is legally committed to demolishing the wing and will suffer a substantial pecuniary penalty if the wing is not demolished. Failure to demolish the wing would also deprive the Stone & Webster Company of full use of its property in violation of the Land Disposition Agreement.

Thus, I am sure you can understand our extreme reluctance to include in the Register nomination more of the remaining structure than we can in fact retain. Even though the Renewal Plan pre-exists the submission the property to the Register, and HUD policy would indicate that a Section 106 Review would not be required, the spectre of such a Review generated at some other point in the development process is very disturbing.

The submission of just the Headhouse is justified on aesthetic considerations. Because of the previous loss of the balancing Atlantic Avenue wing, the impression of monumental symmetry inherent in the original terminal is probably best achieved by the retention of the Headhouse alone. I am attaching recent photographs and a map to indicate further the relationship of the wing to the original building, the Headhouse and the new Stone & Webster development.

I urge that your office reconsider its evaluation due to the circumstances and would appreciate an opportunity to discuss this matter further with you at your earliest convenience.

Sincerely,



Robert T. Kenney
Director

Attachments



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

H34-PR

DEC 24 1974

RECEIVED

Mrs. Elizabeth R. Amadon
Executive Director, Massachusetts
Historical Commission
40 Beacon Street
Boston, Massachusetts 02108

DEC 30 1974

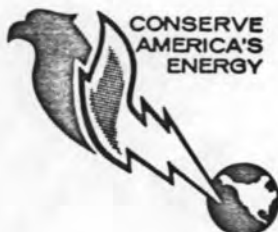
MASS. HIST. COMM.

Dear Betty:

After careful consideration and pursuant to our conversation December 20, 1974, we are returning the nomination for the South Station "Headhouse" in Boston as we feel that the entire building rather than just the central portion should be considered for nomination to the National Register.

By accepting the nomination for just the "Headhouse," the National Register would, in fact, be acknowledging that only part of the station is eligible for listing in the National Register and is worthy of preservation. The sole remaining wing, while itself truncated, nevertheless is an integral part of the building both architecturally and historically.

Since South Station is being considered for funding through the recent Amtrak Act of 1974, the Boston Redevelopment Authority should recognize that it is the responsibility of all Federal agencies and specifically in this case, the Department of Transportation to refer any questionable actions to the Secretary of the Interior for an opinion concerning the property's eligibility for inclusion on the National Register of Historic Places. If South Station were listed on the National Register, according to Section 106 of the National Historic Preservation Act of 1966, no Federal undertaking or expenditure of funds could be made until the Advisory Council on Historic Preservation had been allowed a reasonable opportunity to comment upon the effect of such an undertaking or expenditure. The demolition of the Summer Street wing, whether specifically listed on the Register or not, would constitute an effect upon the South Station "Headhouse" and would have to be reviewed by the Advisory Council in any case.



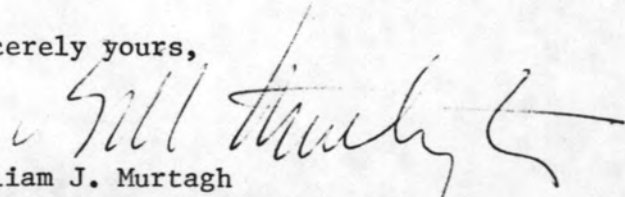
Save Energy and You Serve America!

The Federal Representative of the Department of Transportation, Mr. Robert Crecco, has already expressed to the National Register his concern for the status of the entire resource and is fully cognizant of his agency's responsibilities under the 1966 act and Executive Order 11593, which gives responsibilities to all Federal agencies regarding historic structures on or potentially eligible for the National Register.

We recommend that the nomination be reviewed once more in the light of our comments and look forward to the opportunity to give this worthy structure further consideration.

If you have any question concerning this nomination, do not hesitate to let us know.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Bill Murtagh", with a long horizontal flourish extending to the right.

William J. Murtagh
Keeper of the National Register

Enclosures

DO NOT FILM



The Commonwealth of Massachusetts
Office of the Secretary

PAUL GUZZI

Secretary of the Commonwealth

~~State House, Boston 02133~~
Massachusetts Historical Commission
40 Beacon Street, Boston, MA 02108

January 17, 1975

Dr. William Murtagh
Keeper of the National Register
Office of Archeology and Historic Preservation
National Park Service
U.S. Department of the Interior
Washington, D.C. 20240



Dear Dr. Murtagh:

Enclosed is the National Register nomination form for the South Station "Headhouse, which you returned to this office on December 24, 1974, suggesting submission of the entire remaining building. After reconsideration of the nomination, the State Review Board (the Massachusetts Historical Commission) voted to resubmit the Headhouse nomination form for inclusion in the National Register as the form was originally submitted to you (i.e., without inclusion of the remaining wing).

The reasons for nominating only the Headhouse are as follows:

- The symmetry of the building's original 19th century design will be recaptured when the remaining wing is demolished. The wing has little architectural merit in itself; because the wing on the other side has already been torn down, the remaining wing actually detracts from the aesthetic impact of the Headhouse.
- The remaining wing is situated on land which has already been conveyed to the Stone and Webster Co. pursuant to a Land Disposition Agreement executed by Stone and Webster and the BRA, and must be torn down by 1976 in accordance with the terms of the agreement. Present plans call for a landscaped garden to be planted in the area now occupied by the wing; the contiguous open area will be an asset to the Headhouse.
- The Headhouse acts as an important anchor for Dewey Square and the surrounding area. The imposing facade and triple arched entrance are a visual focal point and outstanding landmark in Boston. If the wing is not demolished according to schedule, the BRA will incur financial responsibilities which may make it untenable to retain all or any part of the structure, thus placing the Headhouse in jeopardy.

January 17, 1975
Dr. Murtagh
page 2

Enclosed are two photographs which will demonstrate the actual demolition lines to be followed. (See purple arrows.) Please return these photos to the Massachusetts Historical Commission.

We are fully aware that if any Federal action resulting from expenditure of Federal funds (i.e. under the Amtrak Act) has an effect on the structure, Section 106 review will be necessary, regardless of whether the entire structure or just the Headhouse is accepted for listing in the National Register. This action would include demolition of the wing. We would thus have an opportunity to comment on new contiguous construction.

Your concern over listing a portion of a building is very understandable but we hope you understand our position. We want to save the Headhouse, the most important architectural element of South Station, and are vitally interested in seeing it used as a transportation facility. We strongly urge the acceptance of the Headhouse in the National Register without the Summer Street wing. The Headhouse, being fully utilized as a multi-use transportation facility, and set off by a landscaped garden, is more important to preservation than an entirely new building or an empty lot.

If you have any questions on the nomination of the South Station Headhouse please do not hesitate to contact us.

Sincerely yours,

Elizabeth R. Amadon

Elizabeth R. Amadon
Executive Director
Massachusetts Historical Commission

ERA:cb
Encl.

ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered FEB 13 1975

Name

Location

Gov. Hutchinson's Ha-Ha

Milton
Norfolk County

South Station Headhouse

Boston
Suffolk County

Also Notified

Hon. Edward M. Kennedy
Hon. Edward W. Brooke
Hon. James A. Burke
Hon. John J. Moakley

Regional Director, North-Atlantic Region

State Historic Preservation Officer
Mrs. Elizabeth R. Amadon
Executive Director
Massachusetts Historical Commission
40 Beacon Street
Boston, Massachusetts 02108

PR MMott/bsh 2/14/75

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE

6/12/78

TIME OF CALL

AM
PM

CALL TO: FROM (Name)

2. ADDRESS (Tel. No. if needed)

SUBJECT, PROJECT NO., ETC.

South Station Headhouse
(Boston)

DETAILS OF DISCUSSION

Janice Artemel called to find out whether the nomination included the Summer Street wing

I called Candice Jenkins of Mass. Hist. Comm. She said only the main bldg was included.

Called Janice ⁴⁵²⁻⁶⁹⁶² back + told her according to our records + the state's records, only the main station bldg (the Headhouse) is included in the nomination.

Janice said she would ask a Fed. agency to request determination on the wing

NAME OF PERSON PLACING/RECEIVING CALL

Frost

TITLE

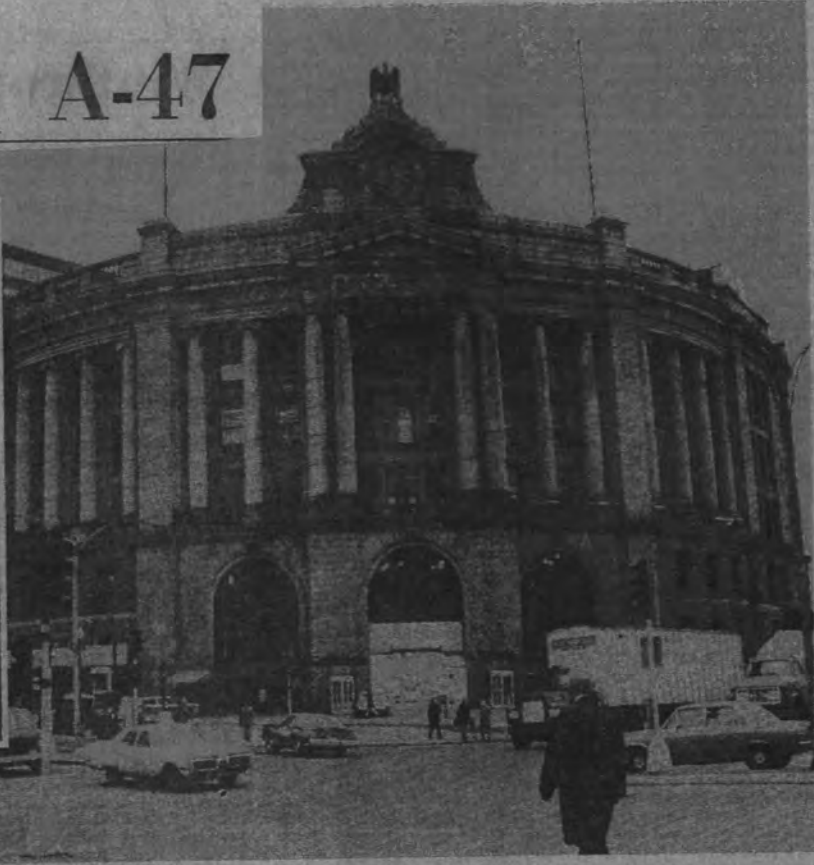
OFFICE

REAL ESTATE

Help Wanted, A-61
Auctions, A-76

Boston Sunday Globe December 15, 1974

A-47



The curved South Station entrance at Dewey square, originally slated for demolition seems now destined to be preserved as an architectural landmark. Designed by Shepley, Rutan and Coolidge at the turn of the century, it is the only remaining monumental public example of the neoclassical re-

vival, according to architectural historians. The sculptured eagle (inset) is eight feet high, eight feet wide and weighs eight tons. The face of the dial of the clock is 12 feet in diameter. It was manufactured by the Edward Howard Clock Co. (Globe photo by Jack Connolly)

South Station eagle may retain his perch

The eight-foot-high eagle perched on top of the South Station entrance at Dewey Square seems destined to retain his perch despite the imminent rebuilding of the South Station into a major transportation-commercial center.

The city, the owners of South Station and the Boston Redevelopment Authority are moving to place the perch — which is the en-

LOTS AND BLOCKS/ANTHONY J. YUDIS

chance of getting the funds, since its plans meet all the guidelines set forth for eligibility.

One of the qualifications for funding is that an existing railroad terminal must be listed on the National Register of Historic Places. Another requirement is that the ar-

1916 the terminal was handling 16 million more passengers than Grand Central Station in New York.

It was designed by Shepley, Rutan and Coolidge, the successors to architect R. H. Richardson. It was built by Norcross Brothers, of

for ticket, baggage and waiting rooms. Direct access would be provided from the turnpike and South-east Expressway.

— A parking garage for 3500 spaces with provisions for expansion later.

— A second-level concourse to provide pedestrian flow between various transportation elements and to connect to street levels from

trance through which millions of passengers passed for three-quarters of a century — on the National Register of Historic Places maintained by the Secretary of Interior.

It has been assumed for the last ten years that the whole South Station area would be revamped, but an amendment this year to the Federal Department of Transportation Act has moved the BRA to save the portion facing Dewey Square, which is referred to as the South Station "headhouse."

This is the curved part of the terminal building, some five stories high, faced with granite and stretching along a small piece of Atlantic Avenue and Summer Street. It has three grand arched entrances. On top of the entrance ways are a series of paired Ionic columns.

What finally prompted the renewal agency to file for historic designation status is the promise of some millions of Federal dollars needed to make the transportation complex of the future work.

The DOT amendment allows the Secretary of Transportation to provide financial, technical and advisory help for feasibility demonstration projects whose aims would be to convert existing railroad passenger terminals into multi-transportation centers.

The BRA will file an application for some \$24 million under this program and BRA Director Robert T. Kenney feels the city has a good

architectural integrity of the railroad passenger terminal has to be preserved and that so verified by consultants recommended by the chairman of the National Endowment of the Arts and the National Advisory Council on Historic Preservation.

The headhouse already has been approved for historic status by the Mass. Historical Commission.

The South Station renewal plan also had to be changed by the BRA renewal board since the initial plan mentioned total clearance only, no rehabilitation of South Station.

In an application to the US Dept. of Interior's National Park Service, prepared by Elizabeth Amadon, survey director for the Boston Landmarks Commission, it's noted that while over the years the terminal complex has undergone considerable change, the headhouse externally remains as it was.

A pair of lateral wings had been demolished for other commitments, including the new Stone & Webster building project, "leaving the entire headhouse as the primary gateway from the central business district to the new intermodal transportation center to be developed behind the headhouse," notes the application.

The South Station project was begun in 1896 and was dedicated in 1898, opening to the public in January, 1899, as the largest and busiest passenger station in the country, according to the application. By

Worcester, who worked on a majority of Richardson's designs and who were owners of many quarries from which granite was supplied to architects.

According to historians, South Station was the city's first — and only remaining — monumental public example of the Neoclassical Revival style.

Although the firm was Richardson's successor, noted the historians, "the major impetus for the station design comes not from his work, but from C. B. Atwood's Terminal Station at the 1893 World's Columbian Exposition in Chicago."

And, if all goes well, behind the preserved headhouse will be a 24-acre area transformed into:

- Improved rail service with eight new tracks and wider and longer platforms to serve commuter, intercity and high-speed rail requirements.

- A new terminal area of 85,000-square feet consolidating ticketing, baggage and waiting room facilities.

- A street-level bus terminal with 50 bays for commuter buses to be integrated with other activities in the terminal.

- An intercity bus terminal where major intercity bus lines will be located in a joint terminal with adequate off-street docking for loading and unloading passengers and 25,000 square feet of space

traffic flows.

- A moving sidewalk system of 1500 feet long to convey people the length of the concourse and across the adjacent street system to the central business district area.

- Direct access ramps from the garage and bus terminals to the Southeast Expressway and Mass. Turnpike.

- Modernization of the existing South Station subway system and linking of it to the new terminal with an underground passenger connector.

- Future potential developments that would include an office, hotel or sports arena, either adjacent to the terminal or as air rights developments.

The master plan was laid out by The Architects Collaborative of Cambridge.

NR Data Sheet

DATE: 3/21/77
 Reviewer: [Signature] INITIALS: [Signature]
 NR DOE Feb. 13, 1975

NAME AS IT APPEARS IN FEDERAL REGISTER: ¹⁰ South Station Headhouse

OTHER NAMES: South Union Terminal - sec.

LOCATION:

STREET & NUMBER: Atlantic Ave and Summer Street
 CITY, TOWN: Boston
 STATE: Massachusetts
 VICINITY OF: [Blank]
 CONGRESSIONAL DISTRICT: 9th
 COUNTY: Suffolk
 code: 025

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline): [Blank]
 FEDERAL (AGENCY NAME):
 NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST
 SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

FEATURES:

INTERIOR EXTERIOR ENVIRONS
 - Substantially intact-1 - Substantially intact-2 - Substantially intact-3
 - unknown - 4 - unknown - 5 - unknown - 6
 - not applicable - 7 - not applicable - 8 - Not applicable-9

CONDITION - EXCELLENT - DETERIORATED UNALTERED - ORIGINAL SITE
 - GOOD - RUINS - ALTERED - MOVED
 - FAIR - UNEXPOSED - Reconstructed - Unknown
 - Unexcavated - Excavated

ACCESS - Yes-restricted Yes-unrestricted No access Unknown

historic district? YES NO
 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES NO
 IF YES, NAME: [Blank]
 WITHIN NATIONAL HISTORIC LANDMARK? YES NO
 IF YES, NAME: [Blank]

ADAPTIVE USE: YES NO Saved? YES NO

FUNCTION(S): (use vocabulary words)
 then- transportation
 now- SAME

SIGNIFICANCE:

- | | | | | |
|--|--|---|--|---|
| <input type="checkbox"/> ARCHAEOLOGY-PREHISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION | <input type="checkbox"/> entertainment |
| <input type="checkbox"/> ARCHAEOLOGY-HISTORIC | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LAW/Gov't/politics | <input type="checkbox"/> SCIENCE | <input type="checkbox"/> health |
| <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SOCIAL/HUMANITARIAN | <input type="checkbox"/> recreation |
| <input checked="" type="checkbox"/> ARCHITECTURE - 4 | <input checked="" type="checkbox"/> ENGINEERING - 11 | <input type="checkbox"/> MILITARY | <input type="checkbox"/> TRANSPORTATION - 25 | <input type="checkbox"/> settlement |
| <input type="checkbox"/> ART | <input type="checkbox"/> EXPLORATION | <input type="checkbox"/> MUSIC | <input type="checkbox"/> OTHER (SPECIFY) | <input type="checkbox"/> socio/cultural |
| <input type="checkbox"/> COMMERCE | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> PHILOSOPHY | | <input type="checkbox"/> urban & commun |
| <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INVENTION | <input type="checkbox"/> POLITICS/GOVERNMENT | | <input type="checkbox"/> planning |

Claims

"first" YES NO "oldest" YES NO "only" YES NO

ARCHITECTURAL STYLE:

✓ architect²/m.builder: Shepley, Rutan, and Coolidge

engineer: J. Worcester

landscape/garden designer:

artist/artisan:

interior decorator:

✓ builder³/contractor: Monross Brothers

ETHNIC GROUP:

NAMES:

personal

(label role & appropriate date)

events

institutional Edward Howard Clock Co. - Roxbury, Mass,

DATES:

DATE OF CONSTRUCTION (Specific date or 1/4 of century): 189~~7~~⁶ 1/4 1899

DATE(S) OF "MAJOR" ALTERATIONS:

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE:

(OF NOMINATION) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY
OTHER FEDERAL AGENCY:

ACREAGE:

(to nearest tenth of an acre) 1/2

COMMENTS: (include architectural information here)

Bridge, granite facing; 5 stories, modified semi-circular center curved headhouse with three 5-story glazed round-arched entrances, 3-story Ionic loggia with surmounted by balustraded parapet and elaborate clock fixture, side wings with 2-story round-arched openings, 3rd-5th-story paired flat-arched windows; ~~considerable~~ numerous alteration to wings to interior and to exterior ~~interior~~ wings. Beaux-

SIGNIFICANCE:

(maximum two sentences) Arts and Neo-Classical Revival. ~~It is~~ Built to service the newly incorporated Boston Terminal Co. following the consolidation of 5 independent lines; station distinguished by prototypical double-decker track system and ^{unusual} "train shed" truss system (not extant).