

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

6.28

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RECEIVED JUN 28 1978

DATE ENTERED *Providence, Rhode Island 11/28/78*

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

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME *Swan Point Cemetery and*
HISTORIC Trolley Shelter (~~Amendment to Swan Point Cemetery~~)

AND/OR COMMON

2 LOCATION

STREET & NUMBER *Opposite 585 Blackstone Boulevard*

CITY, TOWN *Providence*

STATE *Rhode Island*

VICINITY OF
CODE
44

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT
1 - Fernand J. St Germain
COUNTY
CODE
Providence 007 ✓

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER: <i>abandoned</i>

4 OWNER OF PROPERTY

NAME *City of Providence*

STREET & NUMBER *25 Dorrance Street*

CITY, TOWN *Providence*

VICINITY OF

STATE *Rhode Island*

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. *Providence City Hall*

STREET & NUMBER *25 Dorrance Street*

CITY, TOWN *Providence*

STATE *Rhode Island*

6 REPRESENTATION IN EXISTING SURVEYS

TITLE *Providence Broadbrush: Blackstone*

DATE *July, 1976*

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS *Rhode Island Historical Preservation Commission*

CITY, TOWN *Providence*

STATE *Rhode Island*

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" 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

The Swan Point Trolley Shelter is located on one section of the median strip of Blackstone Boulevard opposite the entrance to Swan Point Cemetery (listed in the National Register). The amended area includes the median island between the intersection of Blackstone Boulevard and Elmgrove Avenue and the crossover between Hartshorn Road and Eighth Street.

Blackstone Boulevard is a two-hundred-foot wide, two-and-a-half-mile long residential thoroughfare of two broad traffic lanes separated by a wide, well-planted esplanade. The Boulevard, completed in 1904, connects Butler Avenue to the south with Hope Street at the northern end.

The flat, trapezoidal median island on which the shelter stands is longitudinally traversed by an unpaved path, and approximately six trees, including some fine elms, stand on either side of the path. The trolley shelter is at the southeastern corner of the island.

The low, ground-hugging shelter, completed in 1904, was designed by Olmsted Brothers of Brookline, Massachusetts, the landscape architects employed by the Proprietors of Swan Point Cemetery for the design of the western section of the cemetery bordering on Blackstone Boulevard. The symmetrically massed, open structure has low walls of relatively small, randomly placed boulders, a treatment which integrates the building to its site and echoes the design of the boulder wall which surrounds the cemetery. Two broad, open entrances, on the flanking walls of the building, give access to the path and to Blackstone Boulevard. Wide open spaces above the low stone walls regularly punctuate the four sides of the building.

Massive piled-stone piers at the four corners and flanking the entrances support the open framing of the hip roof, which rises in two stages above the wide overhanging eaves.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1904

BUILDER/ARCHITECT Olmsted Brothers, Brookline, Mass

STATEMENT OF SIGNIFICANCE

The Swan Point Trolley Shelter, the only original structure on the landscaped esplanade of Blackstone Boulevard, is significant to the history of both architecture and landscape architecture. Blackstone Boulevard, designed by H.W.S. Cleveland of Chicago and completed between 1892 and 1904, is itself considered eligible for the National Register, but its nomination has been postponed pending further survey work and analysis of the residential neighborhood surrounding it. The Trolley Shelter is proposed as an amendment to the Swan Point Cemetery nomination at this time to facilitate more immediate action on the commitment of funding for restoration of the shelter, which might otherwise be demolished.

The decision by the City of Providence in 1902 to construct a streetcar line along the median strip of Blackstone Boulevard prompted the Proprietors of Swan Point Cemetery to request permission of the city to construct, at the cemetery's expense, a shelter at the entrance to the cemetery. The Proprietors engaged Olmsted Brothers of Brookline for the design of the structure, which harmonizes with the treatment the firm used for the walls and entrance to the cemetery, and integrates two major late nineteenth-century landscaping projects in this part of Providence.

The trolley shelter is an excellent example of the picturesque park structures that the Olmsted firm, in conjunction with Henry Hobson Richardson, developed in the late nineteenth century. Structures of this type are relatively rare in Rhode Island, and the Swan Point Trolley Shelter is by far the finest example of the Richardsonian-inspired rusticity deemed eminently suitable in the late nineteenth and early twentieth centuries for park surroundings.

The shelter was well used until the streetcar system was abandoned by the City in 1946. Since then, the shelter has been abandoned, and it now shows signs of deterioration to the roof, although the structure remains sound.

See continuation sheet 1

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Report of the Park Commissioners. City of Providence.
1903, 1904

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one.

UTM REFERENCES

A	1,9	3,017,510	4,613,519,0,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Median strip of Blackstone Boulevard with trolley car stop shelter opposite the entrance to Swan Point Cemetery.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Wm. McKenzie Woodward, Historic Preservation Planner

ORGANIZATION

Rhode Island Historical Preservation Commission

DATE

March, 1978

STREET & NUMBER

150 Benefit Street

TELEPHONE

401-277-2678

CITY OR TOWN

Providence

STATE

Rhode Island

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

As the designated State Historic Preservation 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.

FEDERAL REPRESENTATIVE SIGNATURE

Frederick W. Wilkerson

TITLE State Historic Preservation Officer

DATE June 21, 1978

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Charles Adams
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

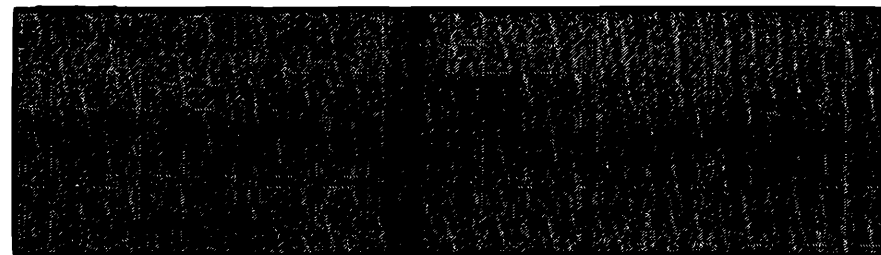
DATE 11-29-78

ATTEST: *Ann M. Dyer*
KEEPER OF THE NATIONAL REGISTER

DATE 1/22/78

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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



CONTINUATION SHEET

1

ITEM NUMBER

8

PAGE

2

The restoration and maintenance of this structure will significantly improve the visual quality of this focal point of the northern part of Blackstone Boulevard and preserve an important ensemble of early twentieth-century landscape architecture.