

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED APR 07 1975

DATE ENTERED APR 21 1975

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

1 NAME

HISTORIC

Park Street Railroad Station

AND/OR COMMON

Park Street Station - Boston & Maine Railroad

2 LOCATION

STREET & NUMBER

20 Magoun Avenue

CITY, TOWN

Medford

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

7th

STATE

Massachusetts

CODE

025

COUNTY

Middlesex

CODE

017

3 CLASSIFICATION**CATEGORY**

☐ DISTRICT
☒ BUILDING(S)
☐ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☒ PUBLIC
☐ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☒ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE ☐ MUSEUM
☐ COMMERCIAL ☐ PARK
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE
☐ ENTERTAINMENT ☐ RELIGIOUS
☐ GOVERNMENT ☐ SCIENTIFIC
☐ INDUSTRIAL ☐ TRANSPORTATION
☒ OTHER: social clubhouse

4 OWNER OF PROPERTY

NAME

City of Medford

STREET & NUMBER

Medford City Hall

CITY, TOWN

Medford

VICINITY OF

STATE
Massachusetts

02155

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Middlesex County Registry of Deeds

STREET & NUMBER

Cambridge Street

CITY, TOWN

Cambridge

STATE

Massachusetts

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Inventory of Historic Assets of the Commonwealth

DATE

1974

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Massachusetts Historical Commission

CITY, TOWN

40 Beacon Street, Boston

STATE

Massachusetts

7 DESCRIPTION

CONDITION

__EXCELLENT

☒GOOD

__FAIR

__DETERIORATED

__RUINS

__UNEXPOSED

CHECK ONE

__UNALTERED

☒ALTERED

CHECK ONE

☒ORIGINAL SITE

__MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Park Street Railroad Station, built from 1893 to 1894, is a rectangular one story brick building topped by a hip roof, with a porte-cochere and a wing on its southwest corner. The building is located in East Medford on the northeast corner of Magoun Avenue and Thatcher Road along the site of the Medford Branch of the Boston and Maine Railroad. Built on a 12,420 square foot lot, the depot is presently enclosed by a chain-link fence. Although the drive up to the porte-cochere has been removed and relandscaped, the property retains its original brick walkways on each side of Thatcher Road and its fine cut granite retaining walls, platforms and steps along both sides of the railroad right-of-way.

Designed by Clarence B. Cutler in 1893, the Park Street Railroad Station is eclectic in style. Built on an exposed rock-faced granite foundation, the entire station is of red brick. A low granite string course about three feet from the ground and light granite quoins, window sills, and support blocks for the roof's curved wooden brackets, accent the dark walls. The station has four identical entranceways, each surrounded with wood panelling and leaded glass, which are situated in pairs on the north and south elevations. Flanking the north facade, and east elevations, are pairs of large vertically divided plate glass windows with leaded glass top lights. All the doorways and windows are boarded up at present. Under the porte-cochere, supported by curved timbers supports, is an arched brick passageway to the platform area. The wing was formerly used for baggage storage and contained doorways at each end and small rectangular windows along the west elevation. Two similar windows are located between the doorway on the facade and three others are on the east elevation between the larger windows. The hip roof extends over the walls and is supported by curved wooden brackets along the facade and wing. The rear platform is covered by an extension of the roof which is supported by four decoratively bracketed wooden posts. A simple iron pipe railing encloses the granite platform and steps leading down to the railroad tracks. The original slate roof with copper flashing, cornice and ridge poles was replaced in 1968 by an asphalt shingle covering. At the same time, a three sided dormer on the south elevation was removed, breaking the original visual continuity between it and the three-sided bay window with leaded glass top lights below the roof. On the north elevation a rectangular brick chimney rises through a centrally placed ridge roofed dormer. The triangular dormer, presently boarded up, once displayed a large semi-circular window with "H" shaped sash. Although the building retains much of its original visual character, the facade has unfortunately been painted brown and beige. The original oak waiting room has been covered by modern paneling and has a new ceiling, but the original walls and ceiling are extant under the modern alterations.

8 SIGNIFICANCE

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

SPECIFIC DATES 1893-1894

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Park Street Railroad Station in East Medford was among the most architecturally distinguished and progressively designed train depots constructed by the Boston and Maine Railroad. The enduringly fine quality of this building's masonry and its survival as Medford's last depot enhance its local architectural and historical significance. The Park Street Railroad Station and its demolished predecessor which stood across the tracks also stimulated Medford's residential development within the area bounded by Park, Salem and Spring Streets and Riverside Avenue which in turn increased the city's popularity as a commuter suburb of Boston.

The "Medford Branch" was incorporated on March 7, 1845 by a group of "substantial" citizens including James O. Curtis, Henry L. Stearns, Joseph Manning, Jr., Daniel Lawrence, Nathaniel H. Bishop and Andrew Blanchard. However, the line was actually built and managed by the Boston and Maine Railroad. The Park Street Railroad Station was part of a \$150,000.00 expenditure when the Medford Branch was doubled in the late 1890's to provide more efficient transportation service. The depot was built in 1893 and 1894 when General Samuel C. Lawrence, a vice president of the Boston and Maine Railroad, was serving as the city's first mayor. It is thought that Lawrence's candidacy was partially based on promises that the railroad would build updated stations at Park Street and in West Medford. After its construction Lawrence's pride in the well-appointed new building prompted him to send the gardeners from his Rural Avenue estate to attend to the station's grounds. The depot had the most up-to-date baggage, toilet and heating facilities and a particularly comfortable waiting room for commuters who could take the train at twenty-one different times each day. The comparatively low rates of electric cars and the increasing popularity of automobiles in the early twentieth century resulted in the closing of the Medford Branch in 1934. Local interest in preserving the station was immediate and on December 11, 1934, the following was printed in the Medford Mercury:

With the knowledge that the station which was once the pride of the neighborhood is to be torn down; upon whose platform many Medford citizens who were associated with activities in politics, civic and fraternal affairs, gathered each morning to take the 8:15 train to Boston; where ideas were exchanged which resulted in the formulation of plans that benefited the city; where a neighborliness was fostered which is now unknown, action is now to be taken by the residents of the vicinity to see if the building cannot be saved and be used for some purpose which will serve the community.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Medford Courier, "Petition For Abandonment of Park Street Railroad Station", October 1, 1943.
2. Medford Courier, "Park Street Station Property Given City by Boston and Maine", October 1, 1942
3. Medford Historical Register, "Medford Branch Railroad", Volume , April, July, 1917.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY $\frac{1}{4}$ acre

UTM REFERENCES

A

1	9
---	---

3	2	7	3	0	0
---	---	---	---	---	---

4	4	9	7	9	0	0
---	---	---	---	---	---	---

ZONE

EASTING

NORTHING

C

B

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--	--

ZONE

EASTING

NORTHING

D

VERBAL BOUNDARY DESCRIPTION

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

Christine Boulding, Assistant Survey Director and John Herzan

ORGANIZATION

Massachusetts Historical Commission

DATE

March 1975

STREET & NUMBER

40 Beacon Street

TELEPHONE

617-727-8470

CITY OR TOWN

Boston,

STATE

Massachusetts

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ☐

STATE ☐

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.

SHPO
FEDERAL REPRESENTATIVE SIGNATURE

Elizabeth R. Amador

TITLE Mass. State Historic Preservation Officer

DATE March 25, 1975

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

4/21/75

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

4-17-75

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CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

Although the station was not demolished as had been feared by the local residents, the Boston and Maine Railroad did abandon it for more than ten years, only presenting it to the city in 1942 after considerable vandalism. Recently, a neighborhood social club known as the Redskins has leased the property and is attempting to restore and improve the building.

Property Park Street Railroad Station

Middlesex

State Mass.

Working Number 4.7.75.616

TECHNICAL

Photos 2
Maps 1

CONTROL

OK pl
4.9.75

HISTORIAN

Blends in very well w/ residential neighborhood

ARCHITECTURAL HISTORIAN

Accept
St. James
4/9/75

ARCHEOLOGIST

OTHER

HAER

Inventory 80A 4/10
Review Accept End
4

REVIEW UNIT CHIEF

Accept
Cole
4.11.

BRANCH CHIEF

Accept
Hens
4.18.75

KEEPER

J. Mustafa
4.17.75

National Register Write-up

Federal Register Entry

6-3-75

Send-back

Re-submit

Entered APR 21 1975

INT:2106-74

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC Park Street Railroad Station

AND/OR COMMON

Park Street Station - Boston & Maine Railroad

2 LOCATION

CITY, TOWN Medford

___ VICINITY OF

COUNTY Middlesex

STATE MA

3 MAP REFERENCE

SOURCE U.S.G.S., Boston, North, Mass. quadrangle

SCALE 1:24,000

DATE 1971

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*

TYPE ALL ENTRIES ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Park Street Railroad Station

AND/OR COMMON

Park Street Station - Boston & Maine Railroad

2 LOCATION

CITY, TOWN Medford

____ VICINITY OF

COUNTY Middlesex

STATE MA

3 PHOTO REFERENCE

PHOTO CREDIT Brian Pfeiffer

DATE OF PHOTO 1975

NEGATIVE FILED AT Medford Historical Commission

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 2

south elevation

#102

#102

PROPERTY OF THE NATIONAL REGISTER



UNITED STATES DEPARTMENT OF THE INTERIOR
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NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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TYPE ALL ENTRIES ENCLOSE WITH PHOTOGRAPH

1 NAME

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Park Street Railroad Station

AND/OR COMMON

Park Street Station - Boston & Maine Railroad

2 LOCATION

CITY, TOWN

Medford

VICINITY OF

COUNTY

Middlesex

STATE

MA

3 PHOTO REFERENCE

PHOTO CREDIT

Brian Pfeiffer

DATE OF PHOTO

1975

NEGATIVE FILED AT

Medford Historical Commission

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT. GIVE BUILDING NAME & STREET

north elevation

PHOTO NO.

1

#2002
Paw
Mo
PR
#292
PROPERTY OF THE NATIONAL REGISTER

Medford
Park Street Railroad
Station
UTM reference:
19/327300/4697900

Mapped, edited, and published by the Geological Survey
Control by USGS, USCGS, and Massachusetts Geodetic Survey
Topography by planetable surveys 1943. Revised from
aerial photographs taken 1969. Field checked 1971
Selected hydrographic data compiled from USCGS Chart 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
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Boundaries in tidalwater areas from information supplied
by Massachusetts Department of Public Works
Red tint indicates areas in which only landmark buildings are shown

UTM GRID AND 1971 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

SCALE 1:24,000
1 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 0 1 2 3 4 5 6 7 8 9 10 KILOMETER
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 9.5 FEET

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

QUADRANGLE LOCATION

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

BOSTON NORTH, MASS.
N4222.5—W7100/7.5

1971

AMS 6781 NE—SERIES V814



ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered APR 21 1975

<u>Name</u>	<u>Location</u>
Brooks, Shepherd, Estate	Medford Middlesex County
Hillside Avenue Historic District	Medford Middlesex County
Park Street Railroad Station	Medford Middlesex County
Carney, Sergeant William H., Home	New Medford Bristol County
Provincetown Public Library	Provincetown Barnstable County
Wade, Jonathan, House	Medford Middlesex County

Also Notified

Hon. Edward M. Kennedy
Hon. Edward W. Brooke
Hon. Torbert H. MacDonald
Hon. Garry E. Studds
Regional Director, North Atlantic
Region

Mr. Robert F. Crecco, DOT
PR MMott/row 4/23/75

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

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: Park Street Railroad Station
 2 OTHER NAMES:
 3 date of entry: 4-21-75
 4 county code: 017

5 LOCATION street & number: 20 Magoun Ave.
 city / town: Medford
 vicinity of:
 state: MA
 county: Middlesex
 6 NPS REGION: Northatlantic

7 OWNER ☐ PRIVATE ☐ STATE ☒ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name):
 8 ADMINISTRATOR:

9 EXISTING SURVEYS ☐ HABS ☐ HAER ☐ NHL ☐ FUNDED? ☐ YES ☒ NO ☐ CONGRESS. DISTRICT: 7th
 12 SOURCE OF NOMINATION ☒ STATE ☐ FEDERAL

13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☒ YES, NAME: ☒ NO
 14 WITHIN NATIONAL HISTORIC LANDMARK? ☒ YES, NAME: ☒ NO
 15 ACREAGE: less than .25
 if state who prepared form? Shpo staff
☐ LOCAL ☐ PRIVATE ORGANIZATION

16 CONDITION ☐ deteriorated ☒ excellent ☒ good ☐ fair
☐ ruins ☐ unexposed ☐ unexcavated
☒ altered ☐ unaltered ☐ reconstructed ☐ excavated
☒ original site ☐ moved ☐ unknown
 17 features: ☒ SUBSTANTIALLY INTACT-1 ☒ SUBSTANTIALLY INTACT-2 ☐ SUBSTANTIALLY INTACT-3
☐ NOT INTACT-0 ☐ NOT INTACT-0 ☒ NOT INTACT-0
☐ UNKNOWN-4 ☐ UNKNOWN-5 ☐ UNKNOWN-6
☐ NOT APPLICABLE-7 ☐ NOT APPLICABLE-8 ☐ NOT APPLICABLE-9

18 ACCESS ☒ YES - Restricted ☐ YES - Unrestricted ☐ No Access ☐ Unknown
 19 ADAPTIVE USE ☒ YES ☐ NO
 20 SAVED? ☒ YES
 IS PROPERTY A HISTORIC DISTRICT? ☐ yes ☒ no

21 AREAS OF SIGNIFICANCE:
☐ ARCHEOLOGY-prehistoric-2 ☐ COMMERCE-6 ☐ ENGINEERING-11 ☐ LANDSCAPE ARCH.-15 ☐ POLITICS/GOVT.-21 ☐ RECREATION-28
☐ ARCHEOLOGY-historic-1 ☐ COMMUNICATIONS-7 ☐ ENTERTAINMENT-26 ☐ LAW-16 ☐ RELIGION-22 ☒ SETTLEMENT-29
☐ AGRICULTURE-3 ☐ CONSERVATION-8 ☐ HEALTH-27 ☐ LITERATURE-17 ☐ SCIENCE-23 ☐ URBAN PLANNING-31
☐ ARCHITECTURE-4 ☐ ECONOMICS-9 ☐ INDUSTRY-13 ☐ MILITARY-18 ☐ SOCIAL/HUMANITARIAN-24 ☐ OTHER (SPECIFY)
☐ ART-5 ☐ EDUCATION-10 ☐ INVENTION-14 ☐ MUSIC-19 ☐ SOCIAL/CULTURAL-30
☒ TRANSPORTATION-25
 22 CLAIMS: explain
 'first' ☐
 'oldest' ☐
 'only' ☐

23 functions
 WHEN HISTORICALLY SIGNIFICANT: RR station
 CURRENTLY: Club bldg.
 24 dates of initial construction: 1893-94
 major alterations:
 historic events:
 25 ETHNIC GROUP ASSOCIATION

26 architectural style(s): Vernacular
 27 architect:
 28 master builder:
 29 engineer:

30 landscape architect / garden designer:
 31 interior decorator:
 32 artist:
 33 artisan:
 34 builder / contractor:

35 NAMES give role & date

PERSONAL:

EVENTS:

INSTITUTIONAL:

36 NATIONAL REGISTER WRITE-UP
 Brick, 1 story, rectangular; hipped roof with gabled dormer and ~~£~~ broad overhanging sheltering the platforms
 eaves/supported by brackets and posts; ~~the~~ central chimney, front off-center entrance, ~~front 3-sided bay window,~~
 porte-cochere, SW baggage wing, granite accents; Vernacular. ~~XX~~ Built as part of expansion of Medford branch of
 the Boston and Maine RR; stimulated ~~x~~ area's residential development; abandoned by ~~RR~~, 1934; now ~~serves as~~ a local
 clubhouse.