

09000087

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED AUG 16 1979

DATE ENTERED

OCT 11 1979

**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

HISTORIC

The Beverly Depot

AND/OR COMMON

same

2 LOCATION

STREET & NUMBER

Park Street

CITY, TOWN

Beverly

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

6th Massachusetts

STATE

Massachusetts

CODE

025

COUNTY

CODE

009

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

☒ COMMERCIAL

☐ EDUCATIONAL

☒ ENTERTAINMENT

☐ GOVERNMENT

☐ INDUSTRIAL

☐ MILITARY

☐ MUSEUM

☐ PARK

☐ PRIVATE RESIDENCE

☐ RELIGIOUS

☐ SCIENTIFIC

☐ TRANSPORTATION

☐ OTHER:

4 OWNER OF PROPERTY

NAME

Bruce Allen Grassfield, d.b.a. Bratton-Grassfield of Massachusetts

STREET & NUMBER

184 High Street - Suite 700

CITY, TOWN

Boston

VICINITY OF

STATE

Mass.

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Essex County Registry of Deeds

STREET & NUMBER

32 Federal Street

CITY, TOWN

Salem

STATE

Massachusetts 01970

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Inventory of Historic Assets of the Commonwealth #146

DATE

June, 1979

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Massachusetts Historical Commission

CITY, TOWN

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 Beverly Depot building is located adjacent to the main tracks of the Boston and Maine Railroad in the west central area of the City of Beverly. The rail line runs generally north to south through the city, and this structure has served as the principal passenger depot for city residents since its construction in 1896. Its setting has remained primarily unchanged, although the buildings across Railroad Street or Park Street have been, in some cases, removed and in others altered.

The Depot is situated at an elevation similar to that of Park Street to the east but is set above the grade of River Street to its rear. During the reconstruction of the depot area in 1896, an embankment was created so that the grade crossing to the south could be eliminated and traffic could function more smoothly and safely through the area. Following the reconstruction, a park was built across Park Street, and that park remains as a feature of the neighborhood today.

The Depot was designed in the adapted, eclectic Victorian style commonly found in utilitarian station structures. Its long and narrow configuration encloses approximately 7752 square feet in dimensions of 32 by 120 feet.

The exterior walls are of buff brick contrasted with a brown freestone at the enlarged foundation and in areas of major trim. This contrasting heavy stone trim is highly reflective of the Richardsonian Romanesque style. The massive, low roof is surfaced with slate tiles of a dark hue, and supported by curving wooden brackets. The building's prime chimney threads its way through the overhanging roof structure at the southern end of the building. Primary features of the Park Street facade are the stained glass windows in the Queen Anne style.

The elongated building contains two main rooms at each end separated by a principal entrance area where the original use was passenger ticketing. The southerly room was devoted to use as a waiting facility, while the smaller northerly one was designated for baggage handling. The easterly facade is fronted by a platform cover which carries on the roof style and the wooden bracketing.

In general, the building has retained its original architectural features. The wooden trim of the roof brackets, the door and window frames, and the interior panelings and floors remain intact. The major alteration occurred in what is now the rear of the building where a baggage loading area was enclosed to provide necessary kitchen facilities' space when the building was converted to use as a restaurant. In the process of conversion the deterioration of many years of mis-use and neglect was reversed and the principal features were cleaned, painted or otherwise restored.

Also changed is the area to the east of the railroad track, where a covered wooden platform burned and was removed.

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 1896/97

BUILDER/ARCHITECT

Builder: Boston & Maine R.R.
Architect: Bradford L. Gilbert

STATEMENT OF SIGNIFICANCE

The Beverly Depot possesses integrity of location, design, setting, materials and workmanship and as the main depot on the Boston & Maine rail line in Beverly was significant to that community for several reasons. Most importantly, it provided a central focus for travel to and from that city. Further, this focal structure provided an object of pride for Beverly since it was designed in an attractive Victorian style by a nationally prominent architect. Third, the construction of the main depot in this section of the city stimulated the development around it in such features as parks and redesigned transportation networks.

The original Beverly Depot was described as a "barny affair" in a news article of the 1897 period. It is obvious from the article that the community was pleased to have the old and inefficient 1839 structure replaced with a modern facility with credible architectural style. The new construction brought with it other changes in this area of the community, including adjustments in the street system and the investment of public monies to improve the neighborhood facilities. A quote from the Beverly Times of 1896 states: The improvement "of this section of our city will then be such that the city can well afford to spend liberal amounts on the park there and the whole will give strangers a much better impression of Beverly than they obtain now when leaving the cars".

The building was designed by Mr. Bradford L. Gilbert, who, at the age of 23, was appointed official architect of the New York, Lake Erie & Western Railroad and went on from that position to become "the best known railroad station architect in the country".¹ Mr. Gilbert became famous for his remodeling of Grand Central Station and for such non-railroad projects as the Tower Building and New York City Riding Club and his supervision of the International and Cotton States Exposition in Atlanta (1895) and the South Carolina Interstate and West Indian Exposition in Charlestown (1901). He maintained professional offices in New York, Boston, Chicago, and Atlanta.

The Beverly Depot continued in active use as a passenger terminal until the early 1970's when its abandonment by the railroad led to a condition of deterioration in a reasonably short period of time. The building was purchased privately in 1971, and shortly thereafter was converted to use as "The Beverly Depot Restaurant". It continues to function also as a waiting area for passengers commuting to and from Boston.

¹ The Railroad Gazette's Sketch Portfolio of Railroad Stations and Kindred Structures by Bradford Lee Gilbert.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Beverly Evening Times, Monday, January 6, 1896, page 3.

Bradlee, Francis Boardman Crowninshield, Collection of Newspaper

Clippings...Vol. 1. The Essex Institute, Salem, Mass., Call #E B 811, 18--.

Gilbert, Bradford Lee, Sketch Portfolio of Railroad Stations and Kindred Structures. The Railroad Gazette, New York, N.Y., 1895.

Whitney, Henry F. & Elsie R., Biographical Dictionary of American Architects, Hennesey & Ingalls, Inc., Los Angeles, 1970.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY one and one quarter

QUADRANGLE NAME Salem

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 1,9 3,4,5 1,3,5 4,7 1,2 2,5,0

B 1,9 3,4,5 2,2,5 4,7 1,2 2,2,0

ZONE EASTING

NORTHING

ZONE EASTING

NORTHING

C 1,9 3,4,5 1,8,5 4,7 1,1 9,2,0

D 1,9 3,4,5 0,9,0 4,7 1,1 9,3,0

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

Please refer to the attached map prepared by Scofield Brothers in 1960.

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

Candace Jenkins, N-R-coordinator with Tenney Lantz

ORGANIZATION

DATE

Massachusetts Historical Commission

June, 1979

STREET & NUMBER

TELEPHONE

294 Washington Street

(617) 727-8470

CITY OR TOWN

STATE

Boston

Massachusetts

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE Peter Westergaard

8/9/79

TITLE

Executive Director, Mass. Historical Commission

DATE

FOR NPS USE ONLY

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

KEEPER OF THE NATIONAL REGISTER

DATE 10-11-79

ATTEST:

CHIEF OF REGISTRATION

DATE 10/10/79

Property Beverly Dept

State Mass. (Essex)

Working Number 8.16.79.1970

Photos

Maps

OK PC

Railroad depot designed by well-known architect of railroad stations, Bradford L. Gilbert, stimulated changes in town streets system and upgrading of neighborhood. Depot still in use as waiting area for Commuters to Boston.

Accept 10/10/79

Margaret
Culver

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

OTHER

HAER

Inventory _____

Review _____

REVIEW UNIT CHIEF

BRANCH CHIEF

KEEPER

National Register Write-up

Federal Register Entry

Send-back _____

Re-submit _____

Entered OCT 11 1979



OCT 11 1979

Beverly Depot
Beverly, Mass.
Raymond McNally
Beverly Depot

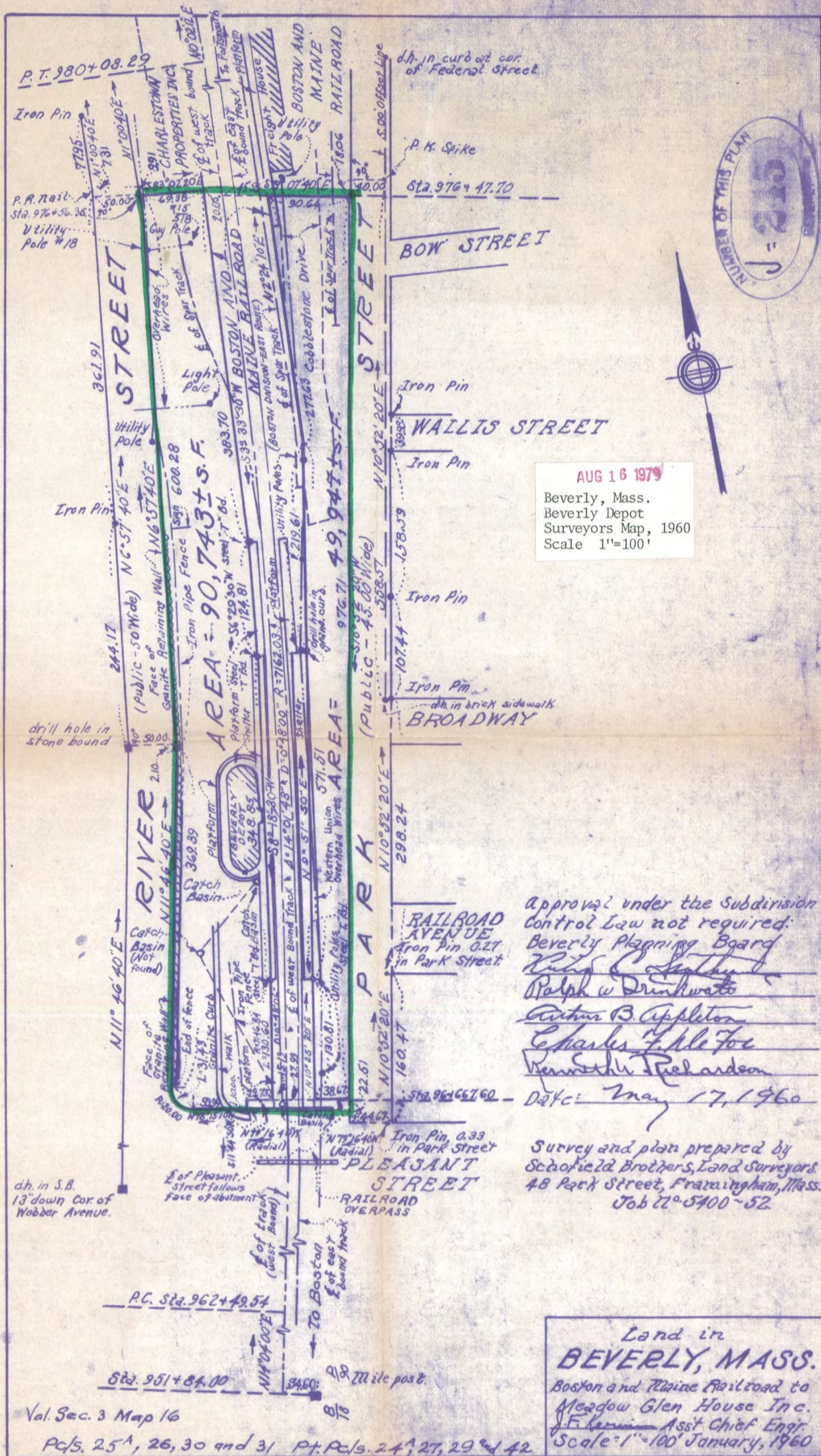
1979

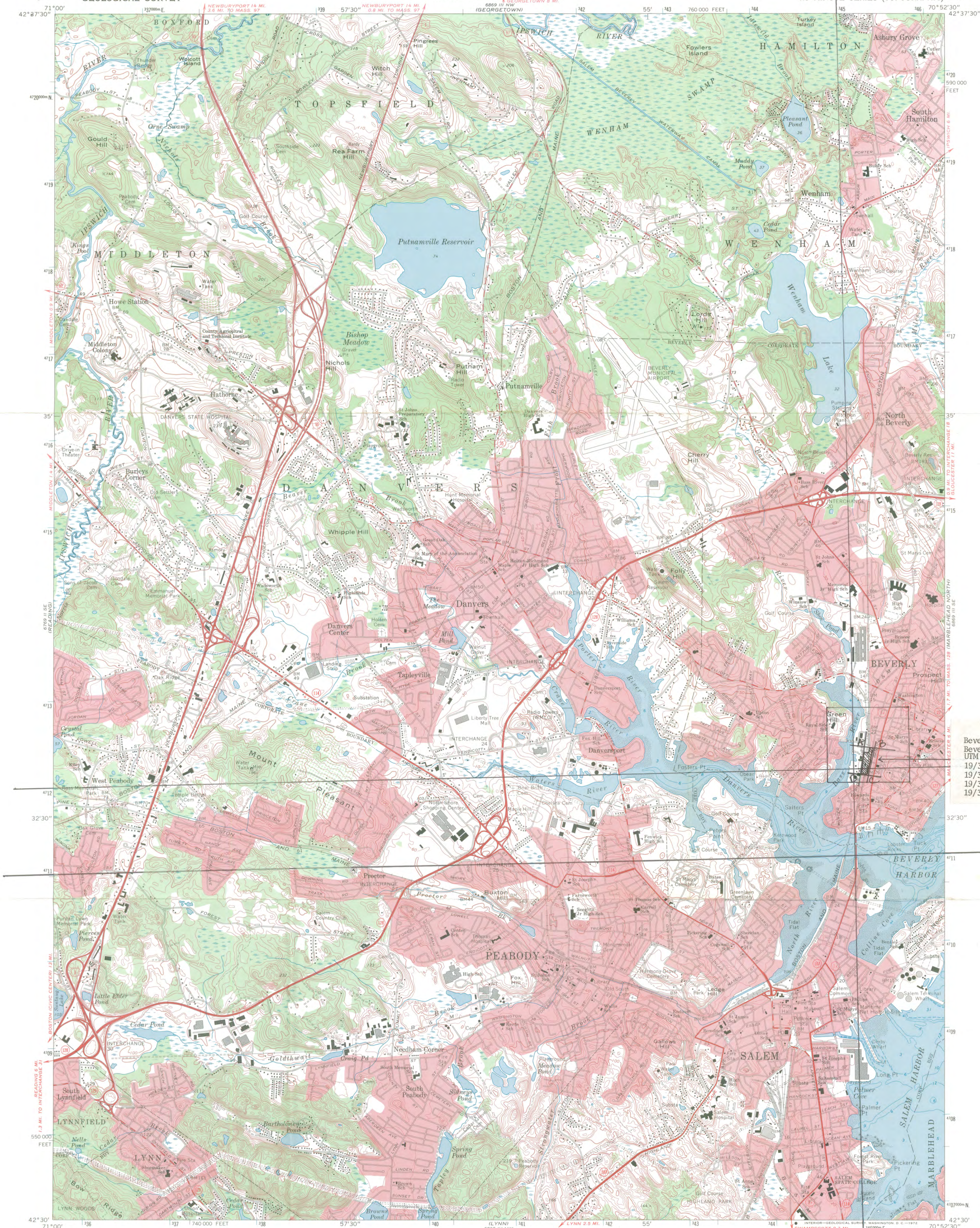
Essex County

Photo #1
East elevation

AUG 16 1979

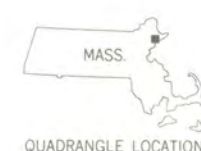
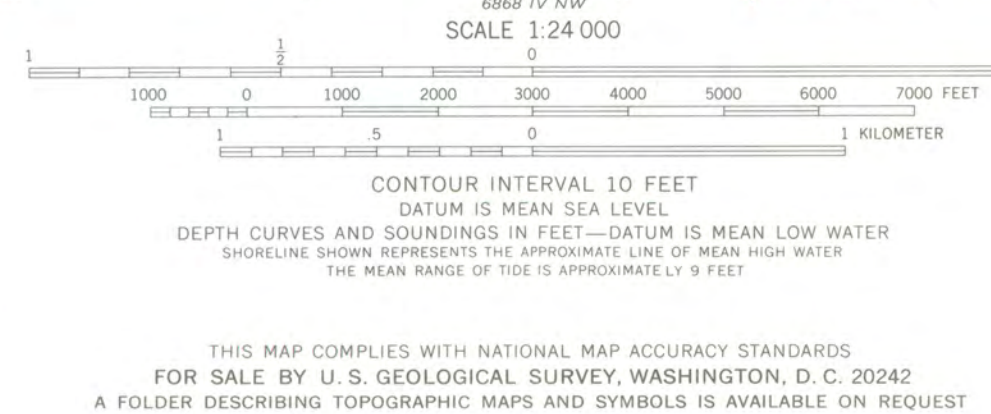
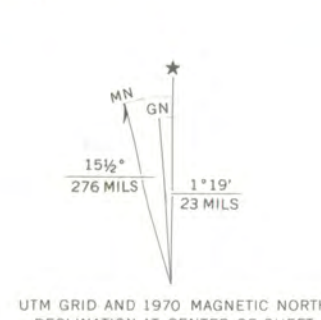
#211





Beverly, Mass.
Beverly Depot
UTM REFERENCES:
19/345135/4712250
19/345225/4712220
19/345185/4711920
19/345090/4711930

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Planimetry by photogrammetric methods from aerial photographs
taken 1938. Topography by planimetric surveys 1942
Revised from aerial photographs taken 1969. Field checked 1970
Selected hydrographic data compiled from USC&GS Charts 240 and
241 (1970). 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



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

SALEM, MASS.
N4230—W7052.5/7.5

1970

AMS 6869 III SW—SERIES V814



OCT 11 1979

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE

10/16/78

TIME OF CALL

2:30

AM
PM

1. CALL ☒ TO: ☐ FROM (Name)

Candy Jenkins

2. ADDRESS (Tel. No. if needed)

MA Sapo

3. SUBJECT, PROJECT NO., ETC.

Beverly Depot

4. DETAILS OF DISCUSSION

Freight House (shown on architect's
drawing in file) doesn't remain. Site only

NAME OF PERSON PLACING/RECEIVING CALL

Onley

TITLE

Historian

OFFICE

NR

ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered OCT 11 1979

Name

Location

Beverly Depot

Beverly
Essex County

High Rock Tower-High Rock Cottage and Daisy
Cottage

Gardner
Essex County

Also Notified

Honorable Paul G. Tsongas

Honorable Edward M. Kennedy
Honorable Nicholas Mavroules

State Historic Preservation Officer
Mrs. Patricia L. Weslowski
Executive Director
Massachusetts Historical Commission
294 Washington Street
Boston, Massachusetts 02108

NR Byers/bjr 10/16/79

For further information, please call the National Register at (202)343-6401.