

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

JAN 30 1989

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name **Union Station**other names/site number **Concord Junction Depot**

2. Location

street & number **20 Commonwealth Avenue**

N/A not for publication

city, town **Concord**

N/A vicinity

state **Massachusetts**code **025**county **Middlesex**code **017**zip code **01742**

3. Classification

Ownership of Property

- ☐ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing

1

Noncontributing

0 buildings

sites

structures

objects

1**0** Total

Name of related multiple property listing:

N/A

Number of contributing resources previously
listed in the National Register **0**

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

William A. Tammage

Signature of certifying official

1/23/89
Date**Executive Director, Massachusetts Historical Commission**State or Federal agency and bureau **State Historic Preservation Officer**

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National
Register. ☐ See continuation sheet.
☐ determined not eligible for the
National Register.
☐ removed from the National Register.
☐ other, (explain): _____

*William A. Tammage*Entered in the
National Register**3/2/89**

Signature of the Keeper

Date of Action

6. Function or Use Union Station, Concord, Massachusetts

Historic Functions (enter categories from instructions)

Transportation/rail-related

Current Functions (enter categories from instructions)

Vacant/not in use**7. Description**

Architectural Classification

(enter categories from instructions)

Queen Anne

Materials (enter categories from instructions)

foundation Granitewalls AsphaltWeatherboardroof Slate

other _____

Describe present and historic physical appearance.

Union Station stands on a level lot approximately 100 feet north of Commonwealth Avenue in West Concord at the former junction of the Fitchburg and Old Colony Railroad lines. The commercial area in which it is located consists of a mixture of late 20th-century, one-story commercial buildings, parking lots, and a few modest one, two and three-story wood-frame buildings dating from the late 19th century. Erected in 1893, the depot is the visual focal point of West Concord, and a notable example of a Queen Anne-style railroad station.

The depot is a one-story, L-shaped, wood-frame building sheltered by a broad, slate hipped roof. It stands at the northeast corner of its L-shaped lot, with its eaves extending over the railroad platform, with tracks to the north; a small park is adjacent to the east. The station consisted originally of three unconnected sections, the waiting room (26' x 30', northeast), baggage room (15' x 17', southeast), and freight office (15' x 20', northwest), all contained beneath the broad eaves of a single hipped roof. The freight office and the portion of the roof extending over it were demolished between 1933 and 1950, and the 8' gap between the passenger station and the baggage room was enclosed by temporary partitions in 1982.

The building rises from an uncoursed rubble and cement foundation (not visible). Originally sheathed with wainscotting to the windowsills and clapboard above, these materials have been covered by brick face asphalt siding. A description of the new building in the Boston Daily Globe, January 22, 1984, indicates that the wainscot was painted dark red, the clapboards were chrome yellow, and the trimmings were bronze green.

The waiting room portion of the depot is a rectangular building with a round bay at the northeast corner. The north and east elevations are essentially unaltered, while the less prominent west and south elevations have been partially obscured by 20th-century additions. The north elevations possesses an off-center entry, with two windows to the west, and one to the east; the circular bay contains five narrow windows. Above the entry is an eyelid dormer containing a rectangular window with twenty-eight lights. The window

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is flanked by carved wooden panels. The east elevation is similar, having an entry flanked by two windows, and an identical dormer above.

Fenestration consists of 1/1 sash bordered on the vertical sides by square and rectangular lights; all windows and doors have lead stained glass transoms. The three original doors (waiting room, north and east; baggage room, east) are ash with plate glass panels. Windows and doors are set in molded surrounds and cornerblocks.

The south elevation of the waiting room is partially obscured by the addition of temporary partitions (1982) connecting it to the baggage room, and by the addition of a small vestibule near the west end (ca. 1982). The west elevation has had two shed-roofed additions (ca. 1964 and 1982), which extend across much of the elevation.

The baggage room stands to the south of the waiting room, and is now connected to it, obscuring its north elevation. The east elevation contains an entry identical to those in waiting room, while south and west elevations contain a single window each.

One of Union Station's dominant features is its L-shaped slate hipped roof. The eaves project nine feet, and are supported by bevelled posts and diagonal braces with jig-saw designs. The roof retains its decorative copper ridge flashing, hip knobs and ridge finials, as well as bronze snow guards.

The interior of the waiting room consisted originally of a ticket office in the circular bay (northeast), lavatories (southwest), and a waiting area, which included at one end "a reception room for the use of women." According to the 1984 Globe article:

The seats in the waiting room, 42 in number, have perforated seats with ornamental arms, and are place against the sides of the room....The General finish of the rooms is in cypress, the wainscot 6 feet high, with an ornamental top. The ticket office is finished entirely with this wood....The ceiling is plastered, and is painted a warm orange with the walls a darker shade of the same color.

The baggage room retains most of its interior finish, including an oak floor and tongue-and-grove wall sheathing.

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Archaeological Description

At least one prehistoric site, the Concord Junction Site (19-MD-469,) may exist on the railroad station property. In addition, at least sixteen known prehistoric sites have been recorded in the general area (within one mile). Given the railroad station's close proximity to the Assabet River and its associated resources, the area would have been attractive for Native American settlement and subsistence. In general, however, the potential for either prehistoric or pre- to late-19th century railroad associated remains seems low as a result of small parcel size (1/2 acre) and extensive disturbance to the property by the railroad. Archaeological resources may exist related to station construction (1893) and its subsequent use (trash areas).

8. Statement of Significance Union Station, Concord, Massachusetts

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locallyApplicable National Register Criteria ☒ A ☐ B ☒ C ☐ DCriteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

TransportationArchitecture

Period of Significance

1893-1938

Significant Dates

1893

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Union Station retains integrity of location, design, setting, materials, feelings, workmanship, and association, and meets Criteria A and C of the National Register of Historic Places on the local level. Built in 1893 at the junction of the Fitchburg Railroad and the Lowell and Framingham branch of the New Haven Railroad's Old Colony system, the depot is significant for its role in transportation history in the area. The present Union Station is the only remaining building associated with the railroad in West Concord still intact and located on its original site. Linking an agricultural area to a national transportation network, the existence of the station and junction led to changes in local agriculture as well as the industrialization and general growth of West Concord. The property possesses architectural significance as a notable and largely intact example of a Queen Anne style railroad station.

The section of Concord which came to be known as West Concord was once comprised of three distinct villages, Warnerville (Concord Junction), Westvale (Damondale), and Prison Village. Prior to the late 19th century the area was primarily agricultural with scattered houses, farms, and a few mills. Several farms in this vicinity, including one directly across the tracks from Union Station, remained until the mid-20th century.

The Fitchburg railroad was built through West Concord in 1844, and had one stop near the Damon mill. The arrival of the railroad brought a change in the nature of the area's agriculture from grain to market gardening. Perishable items like vegetables, fruit, and dairy products, as contrasted with staples like grain, could now be sent expeditiously to Boston. Milk became an important commodity by 1850. In 1886, asparagus had become so important that a special car was left daily by the Fitchburg Railroad to be attached to its 7:00 train to Boston.

The construction of the Framingham-Lowell line in 1872 formed the "junction" and precipitated the development and industrialization of West Concord. An earlier depot had existed to the west in the Westvale area of West Concord, and a small station stood on the site of the nominated building from ca. 1871. A freight house, engine house and turntable all existed to the north of

See continuation sheet

9. Major Bibliographical References Union Station, Concord, Massachusetts

Goodwin, Doris Kearns. The Fitzgeralds and the Kennedys. Simon & Shuster, NY, 1987.

Richardson, Laurence E. Concord Chronicle 1895-1899. Concord, MA, 1967.

The Boston Globe. January 22, 1894.

The Concord Enterprise. January 18 and 25, 1894.

Committee Report, West Concord Center Study.

Interstate Commerce Commission, Division of Valuation, April 16, 1916.

Long Range Planning Report. Concord, MA, 1987.

☐ See continuation sheet

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67)
has been requested

☐ previously listed in the National Register

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings
Survey # _____

☐ recorded by Historic American Engineering
Record # _____

Primary location of additional data:

☒ State historic preservation office

☐ Other State agency

☐ Federal agency

☐ Local government

☐ University

☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property Less than one acre.

UTM References

A 19 303120 4703040
Zone Easting Northing

C

B
Zone Easting Northing

D

☐ See continuation sheet

Verbal Boundary Description

The nominated property occupies town lot 2200-1, and contains approximately 10,070 square feet.

☐ See continuation sheet

Boundary Justification

The boundary includes the town lot presently associated with the station.

☐ See continuation sheet

11. Form Prepared By

name/title Kim Withers Brengle, Susan Dean, Barbara Ramsey, Betsy Friedberg-Nat'l Reg. Director
organization Massachusetts Historical Commission date August 10, 1988
street & number 80 Boylston Street telephone (617) 727-8470
city or town Boston state MA zip code 02116

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the depot, across the Fitchburg tracks, by 1874. The subsequent growth of the Concord Junction led to the need for "a suitable train station" and the present station replaced the earlier building in 1893.

The 1870s freight house was replaced or enlarged (84' x 24') by 1914, and was demolished in 1970; the engine house was gone by 1937. The 1870s turntable appears to have been lost by 1889, and replaced by a 60' turntable; its date of demolition is unknown. One or more freight storage sheds were located to the north of the station along the railroad line. A wood-frame freight storage shed, now sided and roofed with tin, was built ca. 1897-1898 and expanded by the addition of a second story ca. 1905-1906. This survives, but has been altered and is not part of the nominated property.

Union Station was located at a key junction of east-west trains between Boston, Chicago, and St. Louis, making it an active center of freight service. The Fitchburg, the Framingham & Lowell, and the small Nashua, Acton and Boston lines all joined at the depot. The Boston & Lowell/Middlesex Central tracks passed nearly to the north of the Massachusetts Reformatory to link with the Framingham & Lowell line 1 1/2 miles northwest of Concord Junction.

An industrial village grew in West Concord because of the proximity to transportation. Among the factories built along the tracks nearby were the Blaine Co., (erected 1897-1898), and the Allen Chair Factory (1906), built with loading platforms adjacent to the tracks, as well as a foundry, garnett mills, and an elastic webbing manufacturer. An August, 1894 edition of the Concord Enterprise stated, "A large amount of freight business was done in West Concord, an average of 4000 cars being received and delivered during the month." At the end of the 19th century, 125 trains per day passed through the junction.

Freight activities at Concord Junction continued well into the mid-20th century. Service was heaviest on the Fitchburg line, declining gradually in the 20th century as the use of trucks to move freight increased. Freight activity on all the railroads again increased for several years during World War II, declining again after the war.

In addition to its role as a freight station, Union Station was actively used for passenger travel. Areas like West Concord, remote from the large cities of Boston and New York, became accessible by trains to immigrants arriving to

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work on the railroad and in the mills. Congressman John (Honey Fitz) Fitzgerald lived on Main Street in West Concord from 1897-1903, and travelled regularly to Washington by train from the Concord Junction station. Passenger service and ridership followed a somewhat different course than freight activity. The peak period for passenger service was from 1894 to 1910, with a subsequent steady decline that was caused by several factors--the advent of World War I, internal economic and legal problems of the railroad companies that led to cutbacks and deteriorating equipment, and competition from both the automobile and streetcar lines. A streetcar line ran through West Concord on its way from Boston to Hudson beginning in 1901, and had an increasingly major effect on ridership on the railroads. In 1910, "turnarounds" of passenger trains at Concord Junction ended, ridership on the shorter runs having been severely affected by the streetcar line.

Wartime led to more cutbacks in service, and by 1924 competition from the automobile was so great that the streetcar line went out of business, and service on one Concord Junction railroad line, the Nashua, Andover and Boston, ended for good. Passenger service ended on the Old Colony line in 1959. In 1975, the Fitchburg line was reorganized under MBTA management, leading to an upgrading of service and equipment. Concord Junction is again a stop on an active railroad line with thirty-two daily passenger trains. The depot has been used as a restaurant in recent years, but is currently vacant, with plans underway for its purchase by the Town of Concord and eventual restoration.

Union Station possesses architectural significance as a well-detailed, largely intact example of a Queen Anne style railroad station. Its physical separation of functionally distinct areas (waiting room, baggage room and freight office) into separate buildings sharing a common roof is noteworthy. Characteristic features of the depot's style and use are its asymmetrical plan, the slate hipped roof with deep, bracketed eaves and its eyelid dormers. The circular bay facing the junction served a decorative purpose, but also afforded the station master a clear view of trains on both lines. Other notable architectural details include the leaded stained glass transoms and molded surrounds with cornerblocks at all doors and windows, and decorative copper ridge flashing, hip knobs and ridge finials at the roof.

The depot is the only intact railroad-related building surviving in West Concord, and is a visual focal point for the community. While a number of other buildings in the immediate area also date from the late-19th and early 20th centuries, they are more modest, vernacular residential, commercial and industrial buildings. Other architecturally significant buildings in the area include the Mission-style Harvey Wheeler School on Main Street, the Victorian Gothic Roman Catholic Church, and the Queen Anne style Union Church.

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Archaeological Significance

Potentially significant archaeological survivals may exist if materials or outbuildings related to the stations early use or construction could be located. These materials could contribute information regarding railroad construction techniques during the period, types of equipment used during depot operation and the people who worked in or used the facility.

NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Union Station
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 1/30/89 DATE OF PENDING LIST: 2/14/89
DATE OF 16TH DAY: 3/02/89 DATE OF 45TH DAY: 3/16/89
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89000143

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 3/2/89 DATE

Entered in the
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

☐ count ☐ resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

☐ historic ☐ current

DESCRIPTION

☐ architectural classification
☐ materials
☐ descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

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

BIBLIOGRAPHY

GEOGRAPHICAL DATA

☐ acreage ☐ verbal boundary description
☐ UTM's ☐ boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

☐ sketch maps ☐ USGS maps ☐ photographs ☐ presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Signed _____ Phone _____

Date _____



Union Station
20 Commonwealth Ave.
Concord, MA

Photographer - Barbara Ramsey

Date: 1987

Location of negative: Barbara Ramsey
82 Ridgewood Rd
Concord, MA 01742

Photograph #1 of 3

View facing northwest, showing south and east elevations



Union Station - 1987

20 Commonwealth Ave.

Concord, MA

Photographer: Barbara Ramsey

Date: 1987

Negatives: Barbara Ramsey

82 Ridgewood Rd

Concord, MA 01742

Photograph #2 of 3

View of north and east elevations facing southwest.



Union Station
20 Commonwealth Ave.
Concord, MA

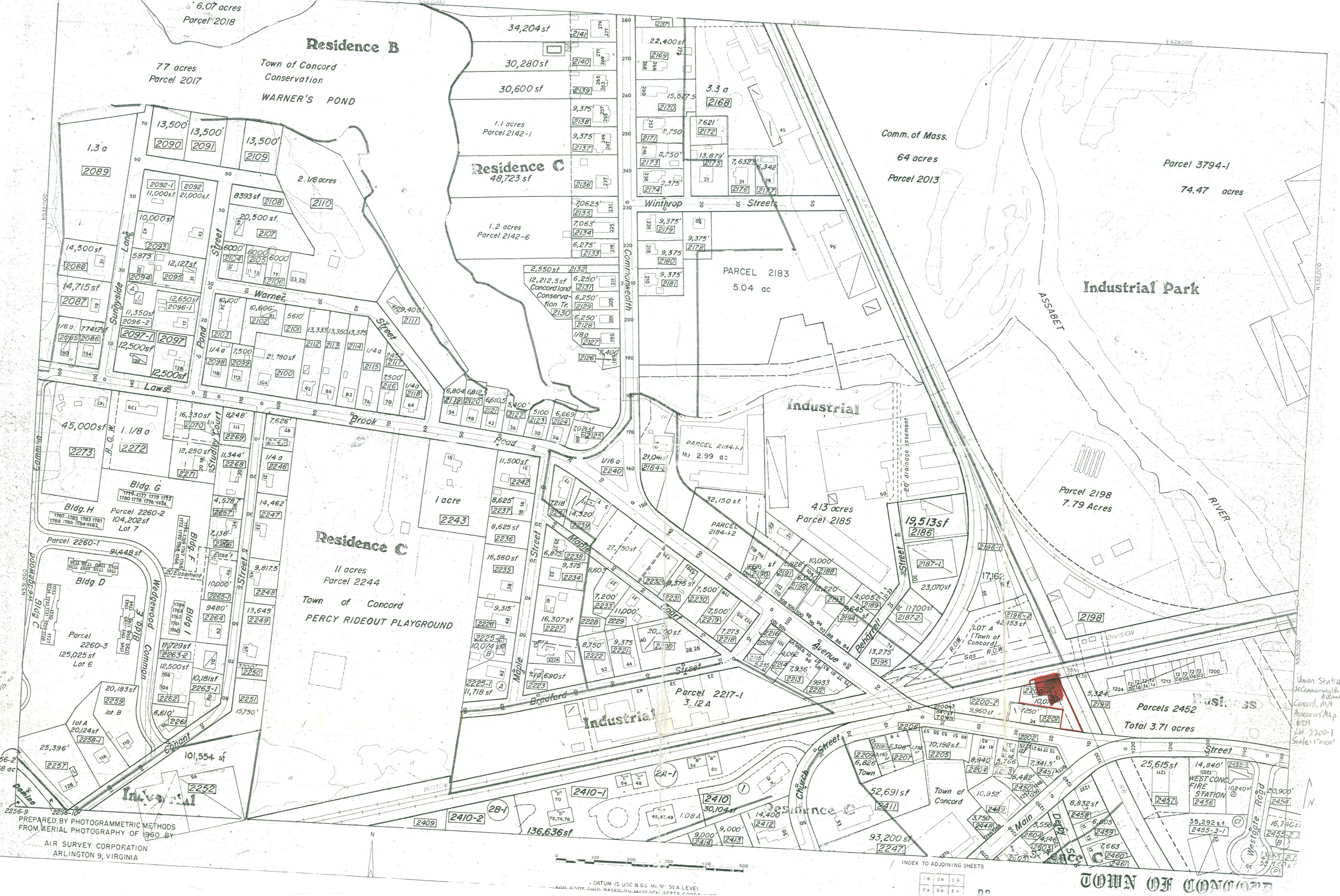
Photographer: Barbara Ramsey

Date: 1987

Location of negatives: Barbara Ramsey
82 Ridgewood Rd
Concord, MA 01742

Photograph # 3 of 3

View of west and south elevations facing east



PREPARED BY PHOTOGRAMMETRIC METHODS
FROM AERIAL PHOTOGRAPHY OF 1960 BY
AIR SURVEY CORPORATION
ARLINGTON 9, VIRGINIA

0 100 200 300 400 500
• DATUM IS USC & GS MEAN SEA LEVEL
500 FOOT GRID BASED ON MASSACHUSETTS COORDINATE

INDEX TO ADJOINING SHEETS

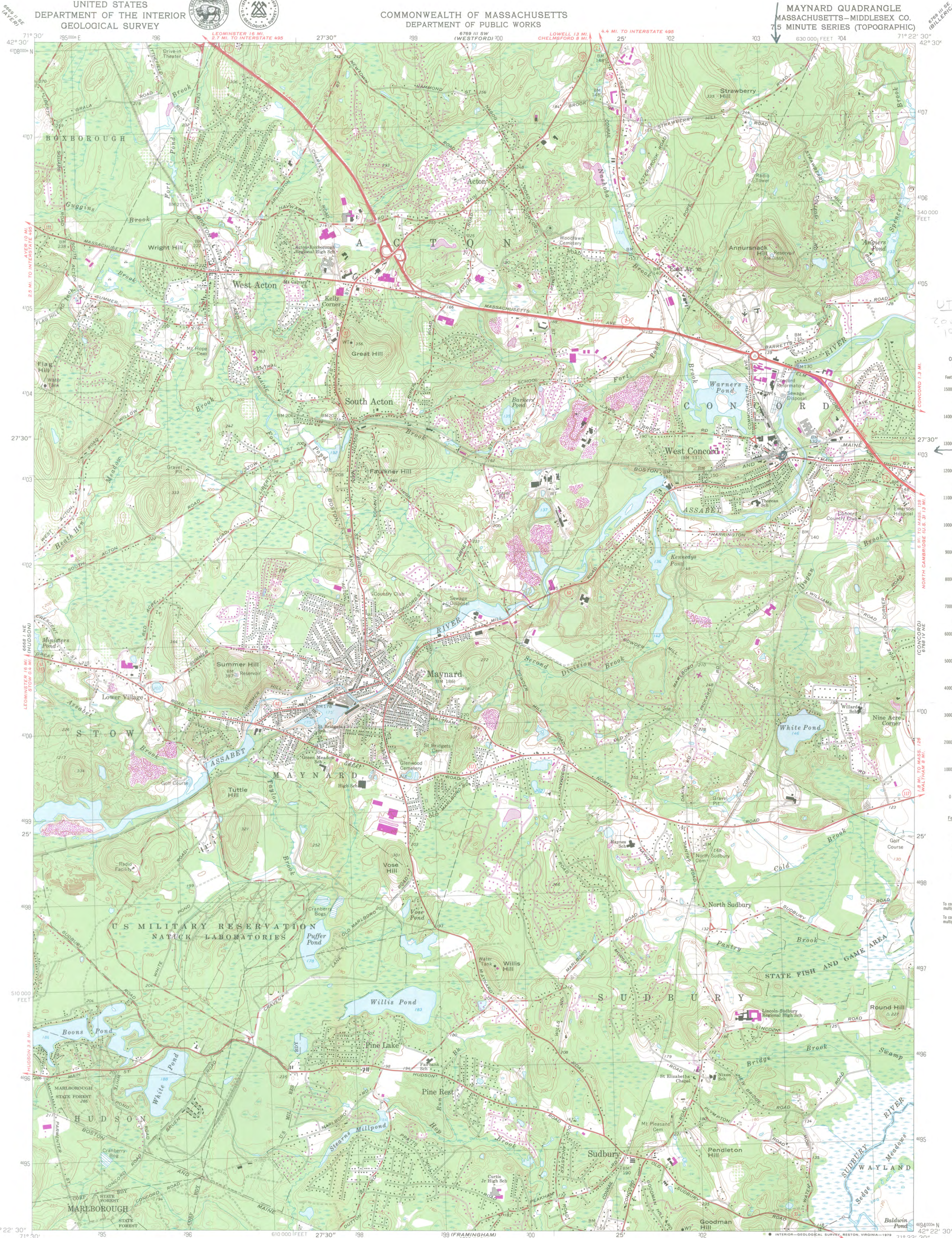
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19 18 17

TOWN OF CONCORD

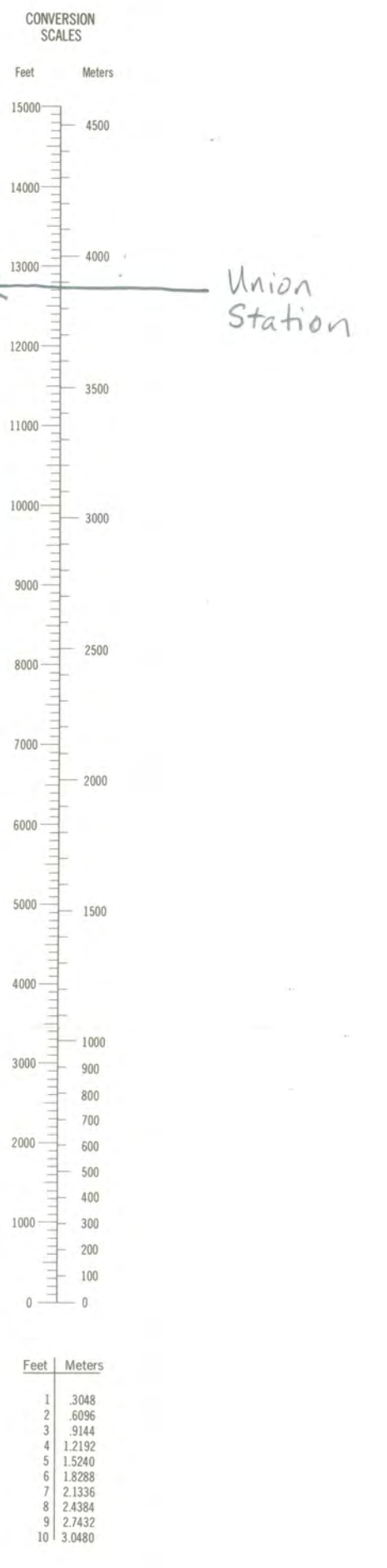
Union Station
20 Commonwealth Avenue
Concord, MA
Assessor's Map
#01
Lot 2200-1
Scale: 1"=100'



Union Station NR.
20 Commonwealth Ave
Concord, MA

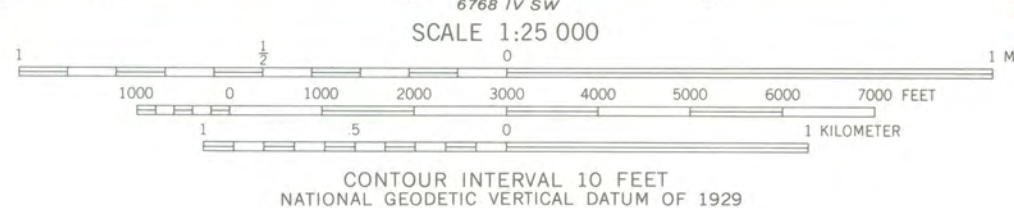
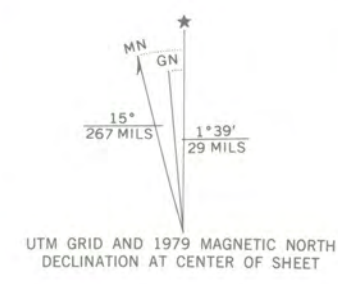


UTM 18T UTM
Zone 18T
19 300000 4703040



Union Station

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Topography by planetable surveys 1941. Revised 1965
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid
zone 19
There may be private inholdings within the boundaries of
the National or State reservations shown on this map
Revisions shown in purple and woodland compiled in cooperation with
State of Massachusetts agencies from aerial photographs taken 1977 and
other source data. This information not field checked. Map edited 1979



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



MAYNARD, MASS.
N4222.5—W7122.5/7.5
1965
PHOTOREVISED 1979
AMS 6768 IV NW—SERIES V814