

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form225
FEB 21 1989NATIONAL
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 Propertyhistoric name LENOX RAILROAD STATION

other names/site number _____

2. Locationstreet & number HOUSATONIC STREET & WILLOW CREEK ROAD☐ N/A for publicationcity, town LENOX☐ N/A vicinitystate MAcode 025county BERKSHIREcode 003zip code 01240**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

10 Total

Name of related multiple property listing:

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.

Valerie A. Tammage
Signature of certifying official

2/8/89
Date

EXECUTIVE DIRECTOR, STATE HISTORIC PRESERVATION OFFICER
State or Federal agency and bureau

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:) _____

Betty L. Savage
Signature of the Keeper

Signature of the Keeper

6-16-89
Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

TRANSPORTATION: RAIL RELATED

COMMERCE: TRADE - WAREHOUSE

7. DescriptionArchitectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

LATE 19th & 20th CENTURY REVIVAL/TUDOR

foundation GRANITE

walls STUCCO

OTHER/HALF-TIMBERING

roof ASPHALT

other

Describe present and historic physical appearance.

The Lenox Railroad Station, built in 1902 to replace one near the same site that burned earlier that year, is located in the Town of Lenox, Massachusetts, in central Berkshire County. Although presently in neglected condition and not functioning as a passenger terminal since 1958, the 1 1/2-story station remains on its original site and retains much of its original construction materials. The depot's exterior, except for roofing, is essentially unaltered from the 1902 construction, although some changes to interior spaces have occurred over time.

The station, approximately two miles east of the center of Lenox, is located in the southeast corner of its linear 1/2-acre lot near the corner of Housatonic Street and Willow Creek Road. The site abuts the railroad tracks of the Springfield Terminal system immediately to the east. These tracks are technically owned by Guilford Transportation Industries. Two freight trains pass the Lenox Station weekly. Woods Pond, a bulge in the Housatonic River, is further east of the station and tracks, as is October Mountain, rising over one thousand feet and the dominant feature of the natural landscape surrounding the property. Much of the land on this side of the Station is owned by the Commonwealth of Massachusetts and maintained for wildlife preservation. A ca. 1890 farmhouse, privately owned, is located on a separate parcel approximately one hundred yards east of the station, between the tracks and the river. On the west side of the Lenox Station, under separate ownership, is an expanse of gravel-covered dirt, creating a parking area with access directly off Willow Creek Road. Beyond this road, the landscape comprises unbuilt, natural woodland. North of the depot is flatland characterized by uncut brush and littered with industrial debris. There is also an extant siding system north of the property that accommodated private rail cars of wealthy summer colonists. These tracks are now obscured by dense vegetation. Immediately southeast of the Lenox Station, on the adjacent parcel there is a one-story, gable-roofed, painted cinderblock and aluminum industrial building (1968) used as headquarters for the Peter Francese Construction Company. This structure is within nineteen feet of the passenger shelter extending from the main terminal, but does not obstruct sight lines from the parking area to the station nor does it compromise integrity by imposing itself on the trackside elevation of the station.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1Lenox Reil Road Station
Lenox, MA

The 1 1/2-story Lenox Station is rectangular in plan, eighty-two by thirty-two feet, on a north-south axis. Covered and arcaded longitudinally hipped passenger shelters extend approximately sixty feet on both ends of the building. On the west front, a hipped-roof porte cochere, thirty by twenty-eight feet, provided shelter for arriving and departing passengers. The main part of the Station has a gently pitched, hipped roof whose deep overhang is supported by a series of braced wooden cornice brackets. The roof, probably originally slate with a six-foot pounded tin drip edge, is now covered with various colors of asphalt shingles, applied in a random pattern. An original chimney, red brick with the top three courses covered with a molded stucco cap, is located at the junction of the hip angles on the north end of the central section of the building. Two squat, hipped dormers puncture the roof slope on the west side and one on the east. All have a single, horizontally oriented window, divided by small diagonally partitioned-quarrels.

The exterior of the passenger terminal is covered with stucco over wooden lath and decorated by exposed, painted, ornamental (false) half-timbering framing the windows and doors. Although in some disrepair the stucco is original and unpatched. The concrete foundation is also original. The west elevation is dominated by the one-story porte cochere sheltering the station's main entrance. Underneath, the single-leaved wooden door, surrounded by quarreled sidelights and half-timbering, is similar to the one on the east front. Ornamental pillars supporting the porte cochere are original timbers set on three-foot-high fieldstone plinths. There is a baggage room door on this west side at the north end of the building. A trackside ticket booth with a bay window is the prominent architectural element on the east elevation. Here is also a cut-out section of the roof to accommodate a railway semaphore, and a series of double-hung windows with diamond panes in the top sash and single pane below. There are two doors on this side providing access to the passenger platform, located at or close to grade level, as well as a baggage room door at the north end. On the south side there are two windows, matching those in size and pane configuration on the other elevations. Here the passenger platform has been enclosed since 1958 for storage and is used by the adjacent construction company. Building material for this enclosure is plywood, which is a reversible treatment.

Continued

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Lenox Rail Road Station
Lenox, MA

Section number 7 Page 2

On the interior of the Lenox Station, the central waiting room is forty-eight by thirty-two feet with original off-white, Norman-inspired brick fireplace on the north wall. Behind the fireplace is the original baggage room, now also used for storage by the construction company. To the south of the waiting room were convenience facilities for passengers, they have long since been removed. Original wainscotting and plaster remain on the walls on the interior. A drop ceiling of pressed board has been added in the waiting room, reducing the height from thirteen feet to less than nine. The original ceiling, open to the roof and braced like the passenger shelters, survives underneath. These few alterations appear to have been made in the last twenty years.

The Berkshire Scenic Railway Museum has recently acquired the property and plans to restore the site for use as a tourist attraction and educational facility.

Continued

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3

Lenox Railroad Station
Lenox, Mass.

Archaeological Description

While no prehistoric sites are currently recorded on the property, or in the general area (within one mile), sites may be present. The location has favorable attributes, including the station's close proximity to the Housatonic River and Woods Pond, which may indicate a potential for native settlement and subsistence in this area. Historic archaeological potential likely exists for the Stockbridge and Pittsfield Railroad line built in 1849 and the present station, built in 1902. Archaeological remains likely exist for this period relating to railroad and trolley transportation. These remains might include machinery, the actual rail beds, overall right of way locations, and station facilities (trash areas, outbuildings).

8. Statement of Significance

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)

Period of Significance

Significant Dates

ARCHITECTURE

1902-1920

1902

TRANSPORTATION

ENTERTAINMENT / RECREATION

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

JAMES CLIFFORD'S SONS, LENOX, MASS.

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

The Lenox Railroad Station possesses integrity of location, design, setting, materials, workmanship, feeling, and association. Erected in 1902 to replace an earlier depot (ca. 1850) that had burned, the building meets Criterion A of the National Register for its associations with Lenox's development as a highland resort community in the late nineteenth and early twentieth centuries. The station, an example of the Tudor expression of early twentieth century American Eclectic architecture, retains much of its original material and as such is a well-preserved and rather rare example of rural railway design of its region and era, thus meeting Criterion C. It is significant on the local level.

In the late eighteenth century, the Berkshire region of northwestern Massachusetts was settled by an ethnic mixture; English and Welsh miners, who were drawn by the local ironworks; Italians and Slavs arrived to work in the paper and cotton industries; and French Canadians also settled in the region. Because of cool summer temperatures and glorious mountain scenery, beginning in the late nineteenth century several notable American authors and legal scholars--Melville, Hawthorne, Oliver Wendell Holmes, and Edith Wharton--came to the region as summer visitors to find the tranquility and solitude needed for their writing. Soon after, wealthy vacationers seeking relief from the heat of urban centers discovered the Massachusetts Berkshires.

Known today primarily as a summer resort area and for its abundant cultural and natural attractions, the several communities in the region, of which Lenox is the major destination for tourists, began to draw the affluent summer crowd from New York suburbs in the late 1800s. Visitors usually arrived by rail with a considerable entourage and baggage. Many of Lenox's new summer residents built grand estates called "cottages" and they were conveyed to these estates by private rail car.

When the Stockbridge and Pittsfield Railroad (named for two of the Berkshire's prominent villages) was chartered in 1847, its tracks were built along the Housatonic River to serve the freight needs of the glass and iron industries headquartered around Lenoxdale. The somewhat isolated site of the original

See continuation sheet

9. Major Bibliographical References

ANNIN, KATHERINE H. RICHMOND, MASSACHUSETTS. RICHMOND, MASSACHUSETTS: Richmond Civic Association, 1964.

THE BERKSHIRE HILLS - A WORKS PROJECTS ADMINISTRATION GUIDE. NEW YORK: Funk and Wagnalls, 1939.

THE BERKSHIRE EAGLE, PITTSFIELD, MASSACHUSETTS, JANUARY 27 AND SEPTEMBER 29, 1902.

MCALISTER, VIRGINIA AND LEE. A FIELD GUIDE TO AMERICAN HOUSES. NEW YORK: ALFRED A. KNOPF, 1986.

MEEKS, CARROLL L. V. THE RAILROAD STATION: AN Architectual History. NEW HAVEN, CONN.: YALE UNIVERSITY PRESS, 1975.

THE PITTSFIELD SUN, PITTSFIELD MASSACHUSETTS, JANUARY 30 and OCTOBER 2, 1902.

THE VALLEY GLEANER, ERKSHIRE COUNTY, MASSACHUSETTS, VARIOUS DATES 1902.

☐ 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:

Mass. Historical Commission

10. Geographical Data

Acreage of property LESS THAN ONE ACRE

UTM References

A 118 6445010 4689950
Zone Easting Northing

B
Zone Easting Northing

C

D

USGS QUAD: East Lee

1:24,000

Verbal Boundary Description

☐ See continuation sheet

☒ See continuation sheet

Boundary Justification

The boundaries include the immediate environs of the Lenox Railroad Station that maintain historic integrity and are associated historically with the extent of land of that station.

☐ See continuation sheet

11. Form Prepared By

name/title John Trowill, Curator; Karen Jessup, Editor; Betsy Friedberg, National Register Dir.

organization Massachusetts Historical Commission

date November 1988

street & number 80 Boylston St

telephone 617-727-8470

city or town Boston

state MA zip code 02116

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Lenox Railroad Station
Lenox, Mass.

Section number 8 Page 1

Lenox Station (ca. 1850), which was designed to serve passengers from Lenox Center rather than the local industry, was influenced by local topography and by a desire to insulate the surrounding community from undesirable industrial activity and the noise and pollution associated with railroads. The present station (1902) accommodated patrons of a spur line from the Berkshire Street Railway trolley to Lenox. The Berkshire Street Railway line from Pittsfield ran roughly parallel to existing tracks of the Stockbridge and Pittsfield Railroad. The 1902 station, then, became multipurpose, serving the Stockbridge railroad, the through trolley line and the trolley spur to Lenox. No through lines were permitted in the town proper. The Lenox spur was dubbed "Millionaires' Trolley" in recognition of many its patrons. The Tudor Revival design of the station was probably influenced by summer colonists who owned second homes in Lenox and who were familiar with this mode of architectural expression then commonly used for a large proportion of suburban housing throughout the country. Although the Station continued in its original use until 1958, by about 1920 most of the wealthy summer residents deserted the railroad and instead arrived for their summer sojourns to the Berkshires by automobile.

In terms of its architecture, the Lenox Station is one of three in the region built around 1900 on a similar plan and of comparable size and still extant. The other two, in nearby Stockbridge and Great Barrington, are under private ownership, in very good condition and used daily by commercial ventures, the former functioning as a restaurant and the latter as offices for an engineering firm. The Stockbridge Station, on Massachusetts Route 7, was designed by Stanford White and constructed of stone facing in 1893 to replace an earlier terminal of the Stockbridge and Pittsfield Railroad. The Great Barrington Railroad Depot (1900-1901) on Castle Hill Avenue is by an unknown architect in the Stick Style with brick and granite exterior walls. All three, including the Lenox terminal, were originally erected under the auspices of the New York, New Haven, and Hartford Railroad Company. Research to date indicates that the Lenox station is the only station, constructed by this railway company, that employed stucco and half-timber cladding and is its most ornate in terms of decorative embellishment.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 2Lenox Railroad Station
Lenox, Mass.

Architectural drawings for the Lenox Railroad Station have recently been discovered by the non profit Berkshire Scenic Railway Museum. No designer is identified on the plans, dated 1902 and labeled with the name of the New York, New Haven, and Hartford Railroad. It is likely that an in-house architect or engineer retained by the company was responsible for the station plans. Research continues to clarify this point. James Clifford's Sons of Lenox were the builders, according to descendants of the firm's owners, their office records have been destroyed.

The Tudor Revival design selected for the Lenox terminal reflects the Eclectic movement in American building practice that post-dated the Victorian era. Stylistic inspiration for Eclecticism was dominated by relatively pure translations of the architecture of various European countries, a trend that began in the closing decades of the 1800s as European-trained American designers were hired by well-to-do clients to create their landmark houses.¹ Tudor Revival architecture was one of several subtypes of Eclecticism and was founded in early English building traditions ranging from vernacular folk construction to late medieval palaces. Decorative detailing of the period was drawn from medieval sources, the English Renaissance, and from the modern Craftsman tradition.² Applied, as opposed to structural, half-timbering was common to this style, although stuccoing was relatively rare and used mostly in modest buildings before the pervasive use of brick and stone veneering in the 1920s. Most Tudor-inspired buildings in America were characterized by a steeply pitched roof and here the Lenox Station is atypical. More characteristic are its tall narrow windows with multi-pane glazing.

The Lenox Railroad Station, as an important surviving architectural artifact of its community, contributes to our understanding of the development of the town of Lenox and the Berkshire region as a turn-of-the-twentieth century highland resort community and cultural enclave. In addition, it is a substantially unaltered and handsomely articulated example of the Tudor Revival mode of American Eclecticism and exemplifies the rare use of stucco and half-timbering for rural American rail terminals of its region and era.

Continued

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National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Lenox Railroad Station
Lenox, Mass.

Archaeological Significance

Since patterns of prehistoric occupation are poorly understood, any surviving sites would be important. Sites in this area may have the potential for a greater understanding of coastal versus upland site distribution and native subsistence and settlement in the interior Housatonic drainage and western Massachusetts Berkshire Mountains.

Historic archaeological remains described above can contribute to a greater understanding of how these modes of transportation functioned and who used them. Transportation-related remains might also provide important engineering details for the location of railroad routes, their construction and maintenance.

Continued

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Lenox Railroad Station
Lenox, Mass.

FOOTNOTES

1. Virginia and Lee McAlester, A Field Guide to American Houses (New York: Alfred A. Knopf, 1986), p. 319.
2. Ibid., p. 356.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 10 Page 1

Lenox Railroad Station
Lenox, Mass.

Verbal Boundary Description

The nominated property includes:

1. Parcel No. 2 conveyed by George W. Taylor and Joseph A. Consolini to the Berkshire Scenic Railway Museum, Inc. (Book 1175, page 1172) which contains the Lenox Railroad Station in its entirety save for the porte-cochere located on parcel No. 1 owned by G. W. Taylor and J. A. Consolini and the passenger platform overhang which extends onto the property of the NY-NH and Hartford RR Co..
2. An easement and right of way granted by G. W. Taylor and J. A. Consolini to the Berkshire Scenic Railway Museum, Inc. (Book 1175, page 1172) to use and maintain a vehicular access from Willow Creek Road across parcel No. 1 to parcel No. 2, 20 feet wide.
3. Right, privilege and easement granted by G. W. Taylor and J. A. Consolini to the Berkshire Scenic Railway Museum, Inc. (Book 1175, page 1172) to own, maintain and repair the porte-cochere's portion of the railroad station which extends onto parcel No. 1.

See attached copy of assessors' map, Town of Lenox, Massachusetts (Book 1175, page 1172) and copy of deed dated September 23, 1988 (Book 1175, page 1172) from G. W. Taylor and Joseph A. Consolini to the Berkshire Scenic Railway Museum, Inc granting parcel No. 2 bounded on the west by parcel #1 and Willow Creek Road; on the east by Boston and Maine Railroad right-of-way; on the north by Parcel #11, owned by the Boston and Maine Railroad; and on the south by Parcel #1 and Housatonic Street.

PLAN OF LAND IN LENOX, MA.

BOOK 1175, PAGE 1172

PARCEL 2 TO BE CONVEYED:

FROM: GEORGE W. TAYLOR & JOSEPH A. CONSOLINI
TO: BERKSHIRE SCENIC RAILWAY MUSEUM, INC.

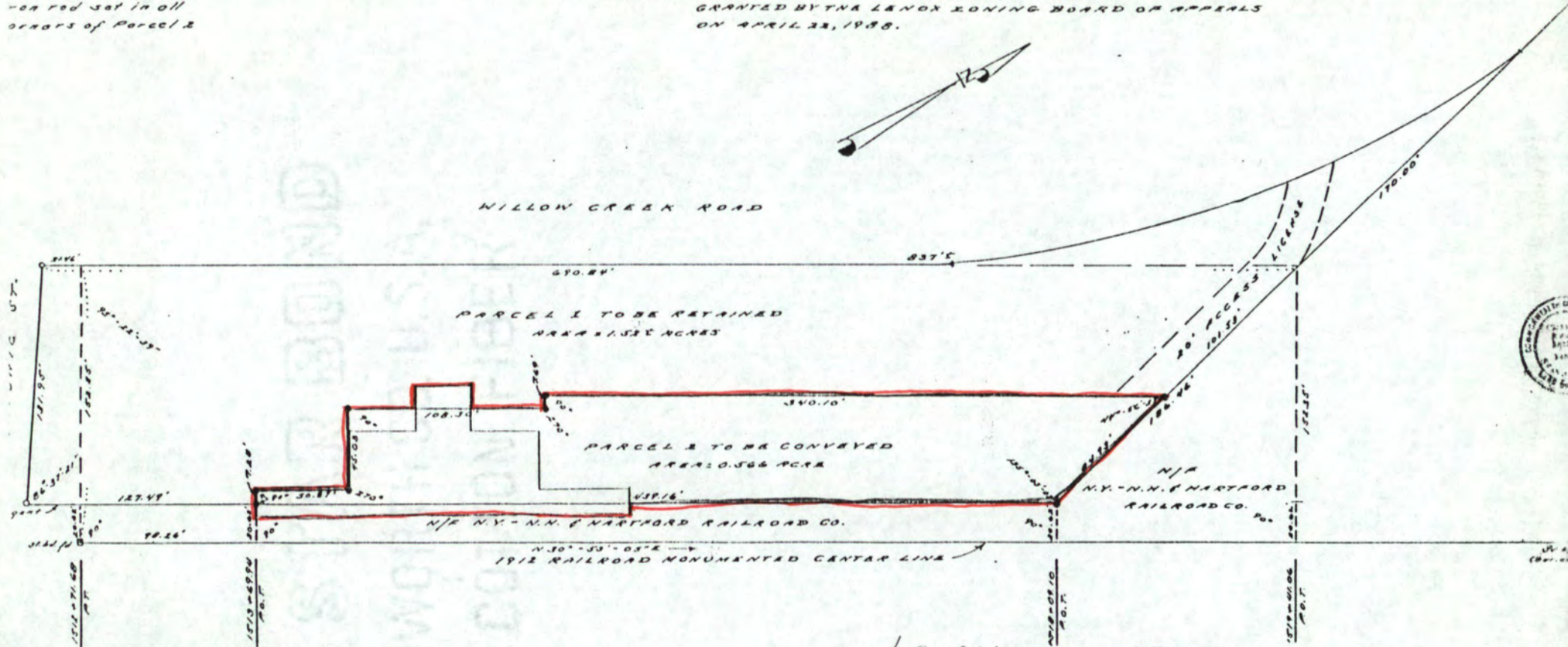
NOTE - PERMISSION TO DIVIDE THIS PROPERTY WAS
GRANTED BY THE LENOX ZONING BOARD OF APPEALS
ON APRIL 22, 1988.

SCALE: 1"=20'



LEGEND

-OR FOR SET IN ALL
CORNERS OF PARCEL 2



Lenox
Railroad Station
Berkshire County, MA

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 89000225

Date Listed: 6/16/89

Lenox Railroad Station
Property Name

Berkshire
County

MA
State

Multiple Name _____

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for *Beth L. Savage*
Signature of the Keeper

6-16-89
Date of Action

=====

Amended Items in Nomination:

Section #7: Materials

Concrete is the correct material for the foundation, as indicated in the text but contrary to the listing of granite under the materials section.

This information was confirmed by Ann Tait, Acting National Register Director, MASHPO, by telephone.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Lenox Railroad Station

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Berkshire

DATE RECEIVED: 2/21/89 DATE OF PENDING LIST: 3/07/89
DATE OF 16TH DAY: 3/23/89 DATE OF 45TH DAY: 4/07/89
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89000225

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: Y NATIONAL: N

COMMENT WAIVER: N

___ ACCEPT ___ ☒ RETURN ___ REJECT ___ 4/7/89 DATE

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

*Please clarify which is
the correct foundation
material — concrete or
granite.*

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 *no assessment map included*
☒ USGS maps ___ photographs ___ presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Phone _____

Signed _____

Date _____

50A

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: Lenox Railroad Station

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Berkshire

DATE RECEIVED: 5/03/89 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 6/17/89
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89000225

NOMINATOR: STATE

DETAILED EVALUATION: Y

☒ ACCEPT ☐ RETURN ☐ REJECT 6/16/89 DATE

ABSTRACT/SUMMARY COMMENTS:

*Architecturally and historically
locally significant station executed
in Tudor Revival mode.*

*Initial return comments have been
addressed.*

RECOM./CRITERIA Accept A+C
REVIEWER Savage
DISCIPLINE Architectural History
DATE 6/16/89

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 _____



Property Name: Lenox Station
Address: Housatonic St. & Willow Creek Rd.
Community: Lenox, MA
Photographer & Date: John Staber, Sept. 1987
Location of Negative: John Staber/BSRM
Photograph Number: 1 of 4
Description of View: From Track Side,
Looking Southwest

Lenox Station
Housatonic St. & Willow Creek Rd.
Lenox, MA

John Staber, photographer
9/1987, date

John Staber, negative location
/BSRM

Track Side - looking Southwest



Property Name: Lenox Station
Address: Housatonic St. & Willow Creek Rd.
Community: Lenox, MA
Photographer & Date: John Staber, Sept. 1987
Location of Negative: John Staber/BSRM
Photograph Number: 3 of 4
Description of View: West Side

Lenox Station
Housatonic St & Willow Creek Rd.
Lenox, MA

John Staber, photographer

9/87', date

John Staber/BSRM, negative location

West Side view



Property Name: Lenox Station
Address: Housatonic St. & Willow Creek Rd.
Community: Lenox, MA
Photographer & Date: John Staber, Sept. 1987
Location of Negative: John Staber/BSRM
Photograph Number: 4 of 4
Description of View: East Side

Lenox Station
Housatonic St & Willow Creek Rd.
Lenox, MA

John Staber, Photographer
9/1987, date

John Staber/BSRM, negative located
East Side View

Missing Core Documentation

Property Name

Lenox Railroad Station

County, State

Berkshire,
Massachusetts

Reference Number

89000225

The following Core Documentation is missing from this entry:

☐ Nomination Form

☒ Photographs (#: 2)

☐ USGS Map

Lenox Railroad Station
Lenox, MA
Submitted by:
Berkshire Scenic
Railway Museum
Box 298
Lee, MA 01230

EASTING
644 500
NORTHING
4689950
ZONE
18

CONVERSION
SCALES

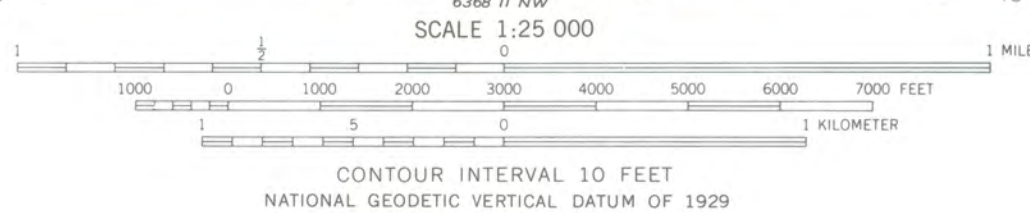


Feet	Meters
1	3048
2	6096
3	9144
4	12192
5	15240
6	18288
7	21336
8	24384
9	27432
10	30480

To convert feet to meters
multiply by 3048
To convert meters to feet
multiply by 3.2808



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 1941. Topography by planetable surveys 1944 and 1945
Revised from aerial photographs taken 1971. Field checked 1973
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid,
zone 18



ROAD CLASSIFICATION
Primary highway,
hard surface
Secondary highway,
hard surface
Unimproved road
Interstate Route
U.S. Route
State Route

EAST LEE, MASS.
N4215-W7307.5/7.5

1973

AMS 6368 I SW-SERIES V814

FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

February 14, 1989



FEB 21 1989

NATIONAL
REGISTER

Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed you will find the following nomination forms:

Linwood Historic District, Northbridge : HPCA # 11131 MA
Lenox Rail Road Station, Lenox
Joseph K. Manning House, Medford
Fort Hill Historic District, Northampton

All have been voted eligible by the State Review Board and have been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. Comments received to date are attached to the nomination form.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

Enclosures

BF/rc