

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	CON.456
Historic Name:	Union Station
Common Name:	Concord Junction Depot (Milepost #21.89)
Address:	20 Commonwealth Ave MBTA Survey Phase II
City/Town:	Concord
Village/Neighborhood:	West Concord
Local No:	138
Year Constructed:	1893
Architect(s):	
Architectural Style(s):	Queen Anne
Use(s):	Abandoned or Vacant; Rail Station; Restaurant
Significance:	Architecture; Commerce; Transportation
Area(s):	CON.E: Concord Junction CON.CY: Commonwealth Avenue Streetscape III
Designation(s):	Nat'l Register Individual Property (03/02/1989)
Building Materials(s):	Roof: Slate Wall: Asphalt Shingle; Granite; Wood Foundation: Stone, Uncut



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

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McGinley Hart & Associates
Architects & Planners
A.G. Lichtenstein & Associates
DMC Engineering
Jane Carolan

Historic Structure Inventory Form

MBTA Historical Property Survey, Phase II

MBTA Contract No. X2PS26

LOCATION

Railroad route Fitchburg
Location Commonwealth Avenue
USGS quad MAYNARD

Milepost # 21.89 Val plan # 36.1
Town/City Concord
UTM Ref. 19.303180.4702990

PHYSICAL CHARACTERISTICS

Structure type Station
Overall length 57-3 Width 63-3 Spans
Tracks Skew Materials Wood, Granite
Bridge typology code 1 ☐ 2 ☐ 3 ☐ 4 ☐
Span lengths B.D./O.D.
Condition Good Height 1.5

HISTORICAL SUMMARY

Date 1893 Date(s) rebuilt
Common Name (if any) Concord Junction Depot
Builder
Designer

CULTURAL RESOURCE EVALUATIONS

National Register status Determined eligible for National Register, September 1987

Local landmark designation

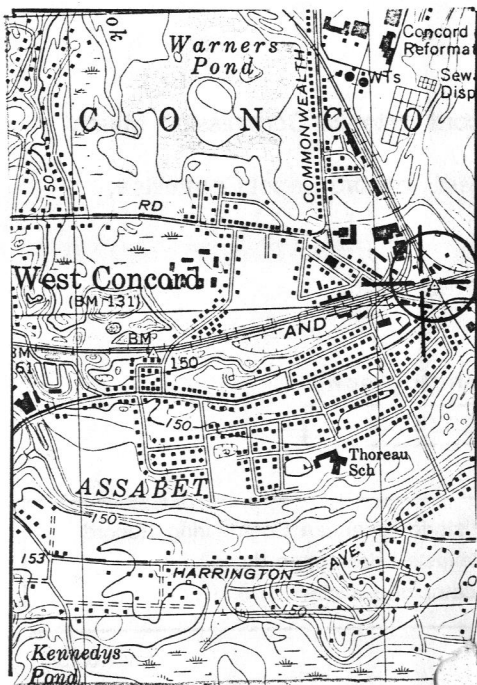
HAER Doc. # Type and date of HAER documentation

MDPW # MHC finding Date of finding

National Register recommendation

Eligible: determination of eligibility, September 1987, Massachusetts Historical Commission.

GRAPHICS



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Historic Structure Inventory Form

MBTA Historical Property Survey, Phase II
MBTA Contract No. X2PS26

Historic railroad name Fitchburg Railroad

HISTORY & DESCRIPTION

This station was located at the intersection of the Fitchburg and Old Colony Lines. The Fitchburg Line was constructed through West Concord in 1844 with one stop at Damon Mills. The construction, in 1872, of the Framingham-Lowell line formed the "junction" in West Concord and precipitated the development of the area. By 1893 the depot was built as well as a freight house, turntable and engine house. The junction also spurred growth in the community and the three separate villages, Warnerville (Concord Junction), Westvale, and Prison Village united to form West Concord. While the Framingham-Lowell tracks have been removed, the Fitchburg Line, owned since 1985 by the MBTA, still operates as far as Fitchburg through West Concord.

The Depot is a single story Queen Anne style train station with an L-shape, deep hip roof, slightly lower cross gable, and walls covered with asphalt siding. It was built to house a passenger station, baggage room and freight office. A circular bay with five windows was built facing the junction to enable the station master to view the tracks in all directions. The Depot's decorative features include its asymmetrical design, stained glass transoms, eyelid dormers, slate roof and architectural ornamentation.

Sources

Massachusetts Historical Commission Survey Form, Concord Junction Depot, Concord Historical Commission, March 1987.

National Register of Historic Places Nomination Form, Concord Junction Depot, West Concord Depot Committee, August 6, 1987.

Surveyor Jane Carolan

Survey date 11-24-87

Reviewer FCD

Review date 1/5/88

Survey photographs

45/24 --2884/28

GLOSSARY

Val Plan: Railroad property valuation plan.

USGS quad: U.S. Geological Survey quadrangle map

UTM Ref.: USGS map grid reference in the Universal Transverse Mercator grid system.

HAER: Historic American Engineering Record

B.D./O.D.: Ballasted deck/open deck

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
80 BOYLSTON STREET
BOSTON, MA 02116

AREA E FORM NO. 138456

4



Town Concord

Address 20 Commonwealth Avenue

Historic Name Concord Junction Depot

Use: Present vacant

Original Railroad Depot

DESCRIPTION

Date 1893

Source Interstate Commerce Commission,
Division of Valuation, Boston Globe;
Concord Enterprise (newspapers)

Style Queen Anne

Architect unknown
brickface over original

Exterior Wall Fabric wood (clapboard)

Outbuildings none

Major Alterations (with dates) small
addition on west side; open section between
main structure and portion at south end of
L enclosed; brickface exterior 1982

Condition good

Moved _____ Date _____

Acreage approx. 1/4 acre

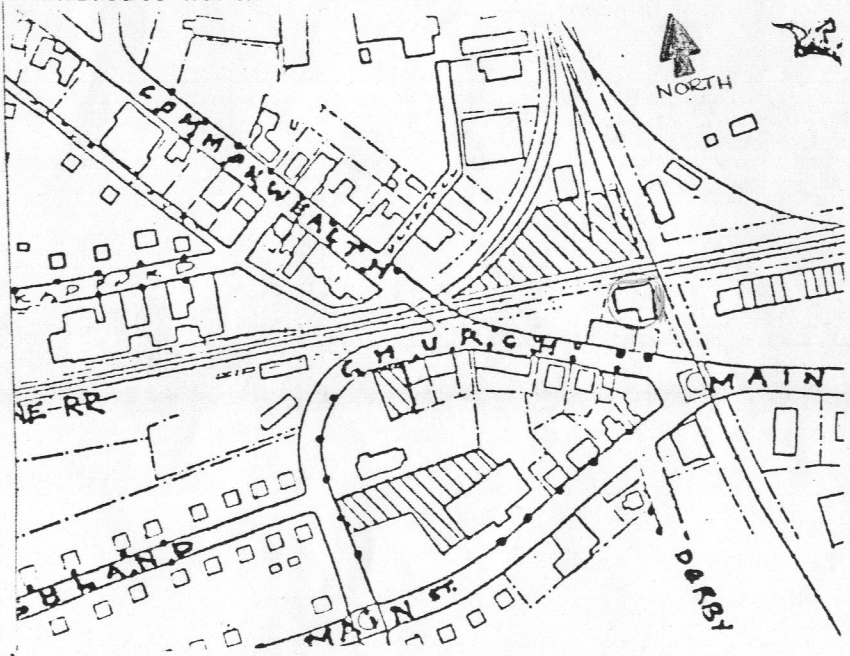
Setting on south side of Boston & Maine
Railroad tracks (formerly junction of
Fitchburg and Old Colony Railroad lines);
in commercial center of West Concord

Recorded by B. Ramsey / J. Stokey

Organization Concord Historical Commission

Date March 1987

Sketch Map: Draw map showing property's location in relation to nearest cross streets and/or geographical features. Indicate all buildings between inventoried property and nearest intersection(s). Indicate north



UTM REFERENCE _____

USGS QUADRANGLE _____

SCALE 3 inches = 1/4 mile

NATIONAL REGISTER CRITERIA STATEMENT (if applicable)

The Depot, sited at the former rail junction, serves as a visible reminder of the important role the railroad played in the development of the nation and the community. The Depot and its adjacent park with section of junction tracks are all that remain of a once nationally important center of freight and passenger activity. (Several years ago the cross tracks of the Framingham-Lowell line were removed during improvements to the Fitchburg line.) It is still a primary stop on the MBTA commuter rail Fitchburg line. Architecturally, it is an interesting example of Queen Anne style with many of its original features intact, and it is perhaps the most prominent structure in the vicinity, particularly due to its location. Among our nation's leaders who frequented the station were the Fitzgerald Kennedy family, including John Fitzgerald and Rose Kennedy when they lived in West Concord. It also played an important role in 19/20th c. immigration.

ARCHITECTURAL SIGNIFICANCE Describe important architectural features and evaluate in terms of other buildings within the community.

The Depot is a single story Queen Anne style Victorian train station with a L-shaped hip roof, slightly lower cross-gable, and large over-hanging eaves. It was built to house a passenger station, baggage room and freight office. The circular bay with its five windows was built facing the junction to enable the station master to view the tracks in all directions. The Depot's asymmetrical design, stained glass transoms, eyelid dormers, slate roof and decorative ornamentation, typical Queen Anne style, are atypical of the area in which it is located. Most surrounding structures were also built at the turn-of-the-century industrial development and are more modest vernacular "Folk Victorian" or "National Folk" wood-frame residential/commercial structures built to house local workers and merchants, and astylistic, utilitarian multi-level industrial structures. A few other structures of major architectural significance in this area include the Spanish Mission style Harvey Wheeler School on Main St., the late Victorian Gothic Catholic Church and Queen Anne style Union Church. The Depot is the focal point of the community, both visually and functionally. Adjacent to the Depot, the Town is constructing a park with brick pathways, period lighting, and a junction section of the railroad tracks set in the center where the pathways converge.

HISTORICAL SIGNIFICANCE Explain the role owners played in local or state history and how the building relates to the development of the community.

The section of town which came to be known as West Concord was once comprised of three distinct villages, Warnerville (Concord Junction), Westvale (Damondale) and Prison Village. It was the development of the railroad lines; specifically the formation of the junction, that united these villages and spurred the development and industrialization of West Concord. Prior to that time, the area was primarily agricultural with scattered houses, farms and a few mills which had occupied the same sites for over 100 years. Several farms in this vicinity, one directly across the tracks from the Depot remained until the mid-20th century.

The Fitchburg railroad, built through West Concord in 1844, had one stop near the Damon mill. The construction of the Framingham-Lowell line in 1872 forming the "junction" precipitated the development of the area. As "The Junction" grew so did the need for a "suitable train station" and the present Depot was built in 1893. The new station had 3 distinct buildings under one roof, a large and circular drive. Other railroad structures included a freight house, 60' turntable and an engine house. The Depot became an important center of activity. At the end of the 19th century, 125 trains per day passed through the junction. It was a key junction of east-west trains between Boston, Chicago and St. Louis via the Hoosac tunnel. Local industries located here because of the proximity to transportation in all directions. Immigrants to the U.S. came from Ellis Island via the railroad to work on the railroad & farms and in the mills and factories. Congressman, John (Honey Fitz) Fitzgerald lived on Main St. from 1897-1903 and would travel to Washington by train from the Concord Junction station. Artillery harnesses made at the Harness Factory were shipped from the Depot to fulfill the needs of the U.S., Russian and British militaries during WW I and many still recall the soldiers disembarking from the trains at the Depot upon their return home from the war. It remains in continuous use, still a major stop on the Fitchburg line with 32 daily passenger trains.

BIBLIOGRAPHY and/or REFERENCES

- The Concord Enterprise, January 18 and 25, 1894.
- The Boston Globe, January 22, 1894.
- Interstate Commerce Commission, Division of Valuation, April 16, 1916.
- Goodwin, Doris Kearns, The Fitzgeralds and the Kennedys, Simon & Shuster, N.Y., 1987.
- Richardson, Laurence E., Concord Chronicle 1895-1899, Concord, M.A., 1967.
- Committee Report, West Concord Center Study, April 1983.
- McAlester, Virginia & Lee, A Field Guide of American Houses, Alfred A. Knopf, Inc. New York, 1984.
- Blumenson, John J.-G., Identifying American Architecture A Pictorial Guide to Styles and Terms 1600-1945, American Assn. for State & Local History, Nashville, TN, 1977.

Community: Concord
(W. Concord)

MHC OPINION: ELIGIBILITY FOR NATIONAL REGISTER

Date Received: 2-86 Date Due: Tues. MAR 23 Date Reviewed: MR. 20

Type: Individual District (Attach map indicating boundaries)

Name: W. Concord Train Station Inventory Form: SEE NR FILE
(pending)

Address: 20 Commonwealth Ave

Requested by: B Ramsey

Action: Honor ITC Grant R & C Other: Town Acquisition

Agency: Town Staff in charge of Review: AT

INDIVIDUAL PROPERTIES

- ☒ Eligible
- ☐ Eligible, also in district
- ☐ Eligible only in district
- ☐ Ineligible
- ☐ More information needed

DISTRICTS

- ☐ Eligible
- ☐ Ineligible
- ☐ More information needed

CRITERIA:

A B C D
Local State National

LEVEL:

STATEMENT OF SIGNIFICANCE by AT

The W. Concord Train Depot is a green anne station constructed in 1894 @ fringing industry with the R.R. the construction of this station and the RR changed the function of the W. Concord area from ~~an~~ agricultural nodes to one strong industrial center for Concord.

92 07 456

Therefore, the station meets criterion A as a contributing element to the industrialization of W. Concord through the RR.

Under criterion C, the structure is important as ~~the only intact~~ ^{queen anne} institutional building in W. Concord that has maintained much of its original fabric. The pseudo-brick covering added of late is reversible, hiding the original walls. Plain glass windows and interior space are also important to its ~~or~~ use as a RR station.