

MHC Reconnaissance Survey Town Report

WALTHAM

Report Date: 1980

Associated Regional Report: Boston Area

Reconnaissance Survey Town Reports, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

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MASSACHUSETTS HISTORICAL COMMISSION

William Francis Galvin, Secretary of the Commonwealth

Chair, Massachusetts Historical Commission

220 Morrissey Blvd.

Boston, MA 02125

www.sec.state.ma.us/mhc

mhc@sec.state.ma.us / 617-727-8470

MHC RECONNAISSANCE SURVEY REPORT

Date: September 1980

Community: Waltham

I. TOPOGRAPHY

Town occupies approximately 12½ square miles at the western end of the Boston Basin, on either side of the Charles River, its principal natural resource. Its two major streams, Beaver and Stony Brooks, are both tributary to the Charles, the latter now dammed to form one of Cambridge's major water supplies. The northern two thirds of the town is occupied by the Waltham Highlands, the leading edge of the Fells Upland district, overlooking the Waltham plain, site of the town's earliest commercial development.

Beaver Brook is augmented by Clematis and Chester Brooks, both of which originate in the interior highlands of the town, the valley of Chester Brook being an early route into Lexington. Much of the upland area is between 200 and 350 feet in elevation; Prospect Hill, 478 feet in height, is the town's principal peak.

II. POLITICAL BOUNDARIES

Originally western portion of Watertown with 1636 "Eight Mile Line" surviving as north boundary with Lexington. Stony Brook established as western boundary with Weston in 1692 & eastern boundary set with Watertown in 1720 when Waltham became independent town. Lincoln set off on northwest side in 1754 with boundary following configuration of original 1638 Watertown division quadrants. South portion beyond Charles River annexed from Newton 1849.

III. HISTORIC OVERVIEW

Important industrial suburban city on primary western corridor of Boston. Set along Charles River valley with adjoining interior highlands of Boston Basin. Regional corridor of native trails between Mystic and Concord Valleys with suspected site potential along Beaver Brook, Hardy's Pond and Calvary Cemetery (south side). Early colonial settlement area from Watertown along Charles River and north to Lexington with some late First Period houses, including early brick end example. Formed as independent town during early 18th century with civic center along Chester Brook (Beaver Street) and commercial center along Main-Weston Streets, the postroad from Boston along Charles River plain. Several early mill sites developed by late 17th century along tributary brooks with mid-18th century site at Charles River (Farwell Street) for paper. Northern section of town remained primarily agricultural through 18th and 19th centuries with some surviving period houses on early roads. Proximity to Boston resulted in rural estates during early Federal period, including notable examples: Gore Place and the Vale, both of significant architectural importance. Early 19th century industrial development by Boston capital selects Charles River mill sites, the Waltham Company at Farwell-Seyon Streets with fragments of period housing, and the Boston Company at Moody Street with portions of original brick mill embedded in later complex and surrounding workers' cottages. With continued expansion of Charles River industries, town center developed along Waltham Plain-Main Street axis with peripheral suburban neighborhoods. Area

includes Greek Revival porticoed houses, a rare period hotel, and well preserved district of civic and residential structures along School-Church Streets with early Catholic church. Primary industrial area developed on Newton south side during mid 19th century with extensive district related housing, notably a distinctive double-house type with side bays in Victorian period styles. Waltham becomes important national production center for manufacture of watches, clocks, bicycles, abrasives, and early autos. Impressive late 19th century factory complexes survive around Waltham center, River Street and most notably on Crescent Street (Waltham Watch Company). Industrial expansion continued through early 20th century, supporting commercial development of Waltham center with several well preserved brick Victorian and Neo-Classic business and civic buildings. An exceptional Art Deco department store and Moderne school on Moody Street. Northern portion of town became increasingly suburbanized by mid-20th century with modest tract subdivisions at Lakeview and Cedarwood and two family development along Main Street trolley route from Watertown. Northeastern section along Trapelo Road is developed as institutional fringe belt of Boston with Neo-Colonial hospitals set in landscaped grounds. Similar growth along South Street and Charles River with Victorian cemetery, Neo Classic pumping station and Castellated college (now Brandeis). Affluent residential districts of modest size, primarily around Piety Corner (Lexington Street) and Lyman-Main Streets with typical early 20th century period revival houses. At present, western portion along Route 128 corridor is under immense developmental pressure, affecting remaining agricultural landscape along Trapelo, Lincoln and Winter Streets. A similar effect is evident along the Route 60-Beaver Brook axis. Waltham Center retains urban integrity, but commercial expansion along Charles River-River Street axis has eroded early industrial fabric.

IV. CONTACT PERIOD (1500 - 1620)

A. Transportation Patterns:

Trails follow important regional corridor west along Charles River axis north-west to Concord and Shawshine along highland valleys from Boston Basin. Primary route is documented "Connecticut Path" along Charles River plain as Main-Weston Streets (Route 20). Former loops include Grove-Bright Streets along river and Tavern and Sibley Rds over Stony Brook Ford. Logical western branches include South Street over Stony Brook and Stow-Main Streets (Route 117) to Concord. Primary north/south trail to Shawshine appears to follow axis of Lexington Street from Beaver Street with remnants of original route at Old Lexington and Bow Streets. A series of trails from the Mystic lowlands apparently follow along highland front and northwest to Concord Valley with primary route as Belmont-Beaver Streets with possible branches to Charles River as Warren and Lyman Streets. Highland trails are conjectured from Beaver Street as Pigeon Lane (original intact), Winter and Lincoln Streets with loop around Hardy's Pond. A logical trail from Waverly Oaks is along Trapelo Road to junction with Bow-Lexington Streets with probable link along Waverly Oaks Road to Beaver Street.

B. Settlement Pattern:

No documented period sites; two probable sites: a reputed "Indian Stockade" off West Street south of the Cambridge Reservoir and "Indian Hollow" south of the Charles in the Calvary Cemetery. Sites are also likely along Beaver Brook, especially at its confluence, along Chester and Stony Brooks, and around Hardy's pond; also on the broad, sandy Waltham plain.

C. Subsistence Pattern:

Area with access to major seasonal fish runs in the Charles, its tributary brooks and headwater ponds. Good agricultural potential on the Waltham plain. Potential for upland hunting and gathering in northern part of town.

D. Observations:

Environmental diversity made this an attractive area for settlement. Access to coast and fish runs, plus presence of major trails, made this an area with extensive period occupation.

V. FIRST PERIOD SETTLEMENT (1620 - 1676)

A. Transportation Routes:

Native trails were improved into local highways with primary east/west route from Cambridge to interior as Main-Weston Streets (Route 20). Highway between Charles River and Concord during 17th century follows Lyman-Beaver-Lexington Streets to Lexington with apparent alternate from Waverly Oaks as Trapelo Road to Lexington Street.

B. Population:

Town of Watertown (of which Waltham was a part) by 1636 the most populous in the Colony, though within Waltham limits, population probably under 150-200.

C. Settlement Pattern:

Area was settled from east as an extension of Watertown grant during 1630s; individual farmsteads on East Anglian enclosed field system. Early activity appears to have focused on major regional highways along Charles River and Beaver Brook plains, especially around Main-Weston-South Streets and Beaver-Lexington Streets. Watertown divisions were plotted across north portion including area around Hardy's Pond.

D. Economic Base:

Primarily agricultural and grazing. Earliest mill established by John Bright on Stony Brook about 1684.

VI. COLONIAL PERIOD (1676 - 1776)

A. Transportation Routes:

Highway system retained from 17th century with primary east/west Post Road from Boston as Main-Weston Streets (Route 20). Improvement of local roads from meeting house (at Lyman and Beaver Streets) included Forest and Church Streets by early 18th century. Bridge established across Charles River in 1760 with Newton-High Streets as link to Newton. Other local roads of the period include Prospect Hill Road and West Street.

B. Population:

Agricultural economy suggests slow or limited population growth. By 1765, population had reached 663. Ninety-four dwellings housed 107 families.

C. Settlement Patterns:

Continued expansion of agricultural economy along main highways, especially Boston Post Road (Main-Weston Streets) along Charles River; several period taverns. Waltham meeting house established on Chester Brook meadow (Lyman and Beaver Streets) by 1725. Development of civic core around Piety Corner at Lexington Street. Mills established at Stony Brook (1679) and Chester Brook (c. 1690) with paper mill on Charles River (1760) at Farwell Street. Harvard College Farm established during mid 18th century at Hardy's Pond.

D. Economic Base:

Predominantly agriculture with many farms sending produce to Boston market. Corn, barley, hay, butter and vegetables of every kind were the major crops plus seasonal fruit. In Watertown, fishing was extensive and presumably the same was true here. A fair number of sheep provided wool for home production. Two grist mills in operation on Stony and Chester Brooks.

E. Architecture:

Residential: Few houses of this period survive. The photographic record suggests that the vernacular, central chimney, two story house with five bay facade predominated, though a few high style Georgian examples (no longer standing) were constructed. Several simple mid-18th century houses as well as one house on Ridgewood Terrace which may date from the late First Period, are scattered along early routes across town. The brick end house on Waverly Oaks Road, dated 1699, would be a rare local survival, were the First Period date corroborated.

Institutional, Commercial, Industrial: Meetinghouse constructed 1767; four school districts established; several mills in operation. No known extant structures.

VII. FEDERAL PERIOD (1776 - 1830)

A. Transportation Routes:

Continued importance of east/west, Charles River corridor demonstrated by improvement of Main Street from town center and extension of Lexington and Trapelo Roads. Development of mills along river created radial grid with River and Moody Streets.

B. Population:

Slow growth until 1800 when population boom set in, probably inspired by increase in manufacturing employment. Between 1810 and 1820 population rises 1,014 to 1,677, doubling in the 30 years 1800-1830.

C. Settlement Pattern:

Complete shift in focus from interior agriculture to Charles River industrial sites during early 19th century. Establishment of Waltham Co. (1810) at Farwell Street mill site and Boston Co. (1812) at Moody Street reoriented civic focus to Main Street area with development of related workers' and suburban housing along river axis. Original civic center at Lyman and Beaver Streets continued as an affluent estate district (the Vale) with extension to Piety Corner along Lexington Street. Remaining northern area continued as truck farms for Boston market.

D. Economic Base:

Like Newton just upstream, the town entered the Federal period as a paper mill town, with three paper mills commenced between 1780 and 1801: Bois' mill, 1788 at Eden Vale (the later Boston Mfg. Co. site); Gore, 1800 (at the Bleachery site); and Upham, 1801. Only Upham's survived the introduction of textile manufactures which began in 1810.

The Waltham Cotton and Woolen Mfg. Co. purchased the Gore mill site and began operations in the same year. Although model working conditions are usually attributed to the later Boston Mfg. Co., it seems that in this, the latter company was preceded by the WC&W. Ripley wrote of the WC&W in 1815: "There is perhaps no institution of the kind in our country under better regulations . . . free from the disorder and immorality which in general are found to exist . . ." This good character was attributed to the boarding of workers among families of good character. The proprietors also supported a school for the instruction of children employed in the factory.

But despite eminence, the WC&W was quickly superseded by the Boston Mfg. Co. which incorporated in 1813 with buildings erected at the Bois paper mill site in 1814. The reputation of this factory, which introduced the revolutionary power loom and the raw cotton-to-finished cloth process has been celebrated virtually since it was built. The "Waltham System", of course, was within a few years expanded with even greater success at Lowell.

The Boston Manufacturing Co. made Waltham an industrial center not only influencing other companies to locate there but expanding themselves. The company purchased the earlier cotton mill, demolished it, and erected there a bleachery for their own use. By the middle of the century, this bleachery had taken on a life of its own, acquiring a business which extended all over New England as well as to other parts of the U.S. One of the BMC founders, Patrick Tracy Jackson, was influential in establishing one of the first commercial chemical plants which produced oil of vitriol (sulfuric acid) until 1872.

E. Architecture:

Residential: Many structures constructed in this period, a response to early industrial prominence. Early workers' housing consisted of vernacular Federal/Greek Revival rear wall chimney double houses and rows which survive in numbers along the river; double houses were also built in a central chimney form. The 1½ story brick cottage on Seyon Street may relate to the earliest industrial complex in Waltham (1810). Twin rear wall chimney farmhouses, and a few twin rear wall

chimney cottages (including one with extant painted murals) are found in northern and western sections. Also constructed in this period were two important high-style Federal structures, The Vale (1793, Samuel McIntire) and Gore Place (1805-06, J. G. Legrand and Rebecca Gore), the country estates of Theodore Lyman and Christopher Gore, respectively.

Institutional: Poor farm established. No known extant structures.

Commercial: Probably consisted of commercial uses within domestic structures, though some simple frame commercial buildings may have been constructed.

Industrial: 1810, Christopher Gore built paper mill, a large four story wooden building, later Waltham Cotton and Woolen (dem.) 1813, first two Boston Manufacturing Company mills built, five stories, brick with stair towers, one with an octagonal belfry (first four floors extant).

VIII. EARLY INDUSTRIAL PERIOD (1830 - 1870)

A. Transportation Routes:

Road network remained from early 19th century with continued expansion of residential street grid along Main Street axis, and subdivision south of Charles along Newton and Moody Streets. Railroad connections to Boston followed east/west corridor: Fitchburg mainline (1845) along Beaver Brook and Charles River; and Watertown Branch (1847) linking mill complexes across river with bridges. Early horsecar line to West Newton (1868) followed Moody-Crescent Street from town center.

B. Population:

Between 1830 and 1855 rapid growth continued. Between 1840 and 1850 (which included the annexation of part of Newton in 1849) the population nearly doubled. The establishment of Belmont in 1859 reduced this rate of growth but by 1870 the population had reached 9,065. Immigration was predominantly from Ireland. Of the population in 1865, approximately 21% were Irish born.

C. Settlement Pattern:

Continued concentration of commercial and industrial activity along Charles River mill sites with expansion of Waltham Common as primary retail and civic center along Main Street. South side of Charles River (Newton-Moody Streets) developed as working class residential district during mid 19th century with affluent suburban areas along Main Street both east and west of town center. Piety Corner retained suburban estates with continued production of market farms in northern area along Lexington/Lincoln and Trapelo Roads.

D. Economic Base:

The period was the peak of the Newton Chemical Co.'s prosperity. A variety of other new products were also introduced at Waltham. About 1835 Francis Field was reputed to have invented chalk crayons, initially for use in making dentists' molds. By the 1850s three Waltham firms were using Field's process.

The most successful was that later associated with Zenas Parmenter. About 1852 a factory was built to make use of gas tar, the waste of gas houses, and a variety of oil based derivatives were produced. About 1855, Luther and William Atwood made the first commercial kerosene here, though the stench from the "tar factory" forced the plant to move to Maine.

In 1852, the Boston Manufacturing Co. pioneered in the manufacture of extra wide sheeting, for which a new mill was built. By this time the bleachery established by the company was doing \$1.3 million worth of business annually, making it much the largest single manufacturer in town.

In September of 1857, the town held a three-day agricultural and industrial fair in which the products of the town were exhibited. Initially intended as an afternoon excuse for a social gathering, the fair became a three day exposition attracting visitors from all over the area.

One of the exhibits which received special notice (and which through its presence was responsible for the rapid development of the south side of the river) was that of the Waltham Watch Co., the brain child of Aaron Dennison who successfully introduced the factory system of machine produced interchangeable parts to the manufacture of watches. Initially, the dials, jewels, and other parts had to be imported from Europe, but by the 1870s and 80s, the company had spawned a number of competitors, tool makers, and manufacturers of various parts. By 1865, after initial organizational difficulties, the company employed over 600 people and had an annual product value of just over one million dollars.

Waltham still had a sizeable production in agricultural products in 1865, and the town shipped large quantities of milk, pork, and beef and vegetables to metropolitan markets.

E. Architecture:

Residential: By the end of this period, multiple housing was the established pattern. A distinctive house type appeared: the back to back double house oriented gable end to the street and entered on the side. Typically, these houses combined elements of the Greek Revival and Italianate styles; nearly all have two story double bays on the street facade. Later in the period, a number of four family houses (the double house, two houses deep) were also built. Many sidehall Greek Revival houses were constructed. Temple front Greek Revival houses were built more rarely, but of these at least a few also appear in multiple unit forms with some apparent two family houses marked by a portico with a two story veranda. North of the town center, single family Italianate houses are common. One highstyle wide-pilastered "Regency" Greek Revival house is known as is one broad-gabled Greek Revival cottage. Only a few Gothic Revival cottages were built.

Institutional: A number of churches were built, including the Greek Revival Unitarian church, the Italianate St. Mary's Catholic Church (1859) and First Congregational Church (1870) and the Covenant Congregational Church (1870), a bellcote Gothic Revival design. Also built was the Chapel Hill School complex (1864). Soldier's Monument (G.F. Meacham, 1868) placed at town center.

Commercial: Several large Greek Revival hotels with temple front facades and double verandas were constructed, of which one (Prospect House, 1839) survives (moved from original site). The temple front was also used for a bank/library and a commercial block. The 3-story Italianate Miller Block (1856) is an unusually well-preserved mid century commercial building.

Industrial: The Boies Paper Company constructed a one-story stone mill in 1841. In 1854, the American Watch Company constructed their brick Italianate factory on Cross Street.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Rail and street system remained from the mid 19th century. Creation of parallel east-west Massachusetts Central railroad around Waltham Center (1881) followed Beaver Brook to Boston.

Extension of streetcar routes in early 20th century linked Waltham center; with Watertown along Main St; with Lexington along Lexington St; and Newton along Moody-High Sts. Trolley from Belmont to Lexington followed Trapelo Road from Waverley Oaks. Bridges built from south side to Waltham center at Prospect, Whitcomb and Farwell Sts.

B. Population:

Most of Waltham's growth during this period occurred between 1875 and 1905. The trailing off toward the end of the period, suggests that the major influence was prosperity associated with industrial expansion rather than the development of streetcar suburbs as in adjacent towns. Irish immigrants were still the largest group of foreign born Waltham residents, though by 1905, a large number were also from Nova Scotia.

C. Settlement Patterns:

Waltham Center emerged as an urban industrial area with focus around town common and primary axis along Main St. Secondary retail centers developed on south side at Moody St, west side on Prospect St, and east side on River St. Expansion of Waltham Watch Co (Crescent St) and other Charles River mills created dense working class neighborhood on south and west sides of Charles. Affluent suburban area remained fragmented between east and west Main St around town center with extension along Lexington and Church Sts to Peity Corner. Outlying areas in north and west portion remained rural except along suburban trolley routes of Lexington and Trapelo Rds. Western area taken as Cambridge reservoir along Stony and Hobbs Brooks during late 19th century, while eastern area is absorbed into suburban grid of Watertown along Main and Belmont Sts.

D. Economic Base:

Despite the prominence and prosperity of the still expanding Boston Mfg. Co., the late industrial period saw the development of Waltham into the "Watch City". This was the period of greatest prosperity for the American Waltham Watch Company. The prominent Victorian mill complex on Crescent St dates to this period. Competitors include the U.S. Watch Co. which built a substantial brick mill on Charles St. (extant) the Columbia Watch Co. and the Waltham Clock Co., which began building electric clocks perhaps as early as 1892.

The American Watch Tool Co., the Waltham Watch Tool Co., and the Waltham Machine Works, all made significant contributions to watch tool design. Waltham Screw and Waltham Dial, companies which built mills on opposite sides of Rumford Avenue in the Crescent Park section of town, produced watch and clock parts. Under Henry Richardson, the Waltham Emery Wheel Co. pioneered in the adoption of grinding wheels to watch parts. B.C. Ames & Co. also began in the machine tool business and developed a line of dial gauges, a product they have continued with since.

The Davis and Farnum Foundry also reached its peak in the Late Industrial Period. Begun in 1846, on Felton Street, the Foundry business had increased rapidly during the 1860's and an extensive complex was constructed 1869-70 near the Bleachery. The company specialized in making water and gas pipes as well as installing complete plants for the manufacture of coal gas.

The year 1894 saw the introduction of bicycle manufacture in Waltham with the construc-

tion on Rumford Ave. of the Waltham Mfg. Co. - makers of the "Orient" Bicycle. Several of the original founders split off in 1895 to form the American Waltham Mfg. Co., though their "Comet" bicycle, produced at the extant factory on Parmenter Road, was less successful than the "Orient". At this time there was a wooden bicycle track along the Charles River, one of the fastest in the country. The dirt track of the Waltham Bicycle Park, east of Brandeis, was also a favorite, though short lived spot. Charles Metz, one of the WMC incorporators, also experimented with motor driven cycles, and in 1909 incorporated the Metz Co. and until 1926, the company produced a variety of automobiles.

In the 1890s new industry was brought to the vicinity of the old Roberts paper mill when Judson Thomson moved from Syracuse and set up what would become one of the largest rivet and riveter factories in the country.

E. Architecture:

Residential:

The double house with bays continued to be the predominant residential form. Changing styles were reflected in such additions as mansard roofs, gable stickwork and decorative shingling. North and west of the town center, simple Italianate/mansard, Stick, and Queen Anne style single family houses were built. Houses in the Shingle Style and Colonial Revival are less common, as are highstyle or architect-designed examples.

Institutional:

Among the churches built were the Richardsonian Romanesque Beth Eden Church (1887) and Christ Episcopal, a rubblestone Gothic Revival design (1898). Two Romanesque fire stations, a school, a pumping station (Robert Patch, architect) and an Edison substation also built (1887-1902).

Commercial:

Most of Waltham's commercial structures, along Moody Street and at the town center date from this period. Three story red and yellow brick structures predominate with well preserved examples of the Romanesque, Queen Anne, and Colonial Revival styles as well as a few High Victorian Gothic structures; many are architect designed with buildings by noted Boston architects, Arthur Vinal and Hartwell and Richardson.

Industrial:

Additions were made to the American Watch and Boston Manufacturing Company buildings. New factories, in utilitarian forms, of brick, included Waltham Precision and American Watch Tool.

X. EARLY MODERN PERIOD (1915-1940):

A. Transportation Routes:

Transport system remained in place from early 20th century except for abandonment of local trolley routes. Improvement of local street system into autohighways with primary E/W road US Route 20 (Main-Weston Sts), including period truss bridge (c1935) across

Fitchburg railroad at Beaver Brook. Local highways included Route 60 (Waverley Oaks Rd) to Belmont, Route 117 (Main St) to Lincoln, and original Route 128 N/S (Newton-Lexington Sts) through Waltham center. Trapelo Rd. widened as E/W autoroute from Belmont to metropolitan hospitals.

B. Population:

Major gains in this period occurred in the decade 1920-30 with increasing residential development. Between 1935 and 1940 the population actually declines, reaching 40,020 by 1940.

C. Settlement Pattern:

Entire Charles River corridor became an urban zone with expansion of the commercial center from Waltham Common west along Main St and south across Moody St. Entire west and south sides developed as multiple family neighborhoods along streetcar routes with industrial activity expanded around mill sites, especially at Waltham Watch and along River St. Beaver Brook valley emerged as fringe zone along railroad with oil storage and metropolitan institutional hospitals along highland front of Trapelo Rd by mid 20th century. Affluent residential district expanded around Piety Corner along Lexington-Beaver and Lyman Sts with extension into Waltham Highlands on west side around Prospect Hill. Lakeview area developed as modest subdivision around Hardy's Pond with similar area of Cedarwood along Weston St and Stony Brook. Commercial activity expanded west from Waltham Center along Main St to Bear Hill and across south side along Moody St with secondary centers along River St on east side, Prospect St on west side and Lake St at Lakeside.

D. Economic Base:

The Early Modern period was still dominated by the watch industry. In 1924, in the 94 manufacturing plants in the city, over half the employees worked in the various watch plants. Poor management beset American Waltham, however, and the company went through changes in ownership and reorganization. The Boston Mfg. Co., with an aging plant, found itself ill-suited to the manufacturing and competition of modern materials and closed in 1929. The chief new company was the Raytheon Mfg. Co., which got its initial start from the development in Cambridge of the radio rectifier tube. The company moved to Waltham in 1934 and since then has continually expanded, occupying and eventually replacing many of the older industrial structures in the southeast part of the city including both Davis and Farnum and the Boston Mfg. Co. bleachery.

Precision instruments, and machine tools and parts remained important Waltham industries. New England Mica began manufacturing mica products about 1916, later developing a synthetic material of similar characteristics but which could be produced in larger sheets. Charles Howell & Son built a plant for the manufacture of fresh water pearl buttons from oyster shells about 1911. The company, adversely affected by style changes, sold its plant to Raytheon in 1934.

E. Architecture:

Residential:

Dutch Colonial and Colonial Revival single family houses of the 1920s filled in many of the established neighborhoods to the north. Northeastern Waltham largely remained undeveloped until after World War II, while much of the southern part of town was by then densely developed. An enclave of '20s Colonial Revival houses and bungalows

occupies a spit of land in the Charles River opposite Mount Feake.

Institutional:

Some Colonial Revival schools and one well developed Moderne example (Fitch School, 1934) were built. Portions of Brandeis University, including the Norman Style Usen Castle, were built in this period.

Commercial:

Many 1 story brick commercial buildings with concrete trim were built along Moody Street, at the town center, and at neighborhood intersections. Grover Cronin Department Store is an unusual, unaltered example of the Moderne style with Art Deco details.

Industrial:

Small scale factories built; additions made to existing structures; few with architectural significance.

XI. SURVEY OBSERVATIONS:

Inventory is quite thorough, though stylistic evaluations leave a great deal to be desired; luckily photographs are good enough to judge from. Potential districts at several locations; just north of river and east of Seyon Street - workers housing; along Moody Street - well preserved commercial district; neighborhood between Moody and Crescent Sts well preserved late 19th century housing. Notable individual structures not mentioned in survey include Grover Cronin Department Store and Fitch School (both Moderne).

Extensive industrial component of Waltham survey appears to have identified many of the significant industrial buildings. Omissions include the 3 story brick mill of the U.S. Watch Co., at 256 Charles St; the Waltham Machine Works, 296 Newton St; Waltham Emery Wheel Co., 115 Bacon St.; American Waltham Mfg. Co. (Comet Cycles), 157 High St.; and on Rumford Ave, Waltham Screw and Waltham Dial.

There is good potential here for a thematic nomination related to the very significant watch industry - a nomination which could include: Waltham Watch, U.S. Watch, American Watch Tool, Waltham Machine Works, Waltham Dial, Waltham Emery Wheel Co., and various workers housing associated with the industry.

The Waltham Water Works (Pumping Station No. 1) (MHC survey 25-B-1) on the Charles is a handsome brick structure designed by Robert Patch and built in 1897. On a grassy point of land in the river, the site is extremely attractive. It has, however, been badly vandalized and needs some organization to take it over. By itself, it is NR quality.

The Roberts & Son Paper mill (MHC survey 24-B-1) appears to be one of the oldest if not the oldest - paper mill in the area still connected with the paper trade and undoubtedly qualifies for an NR nomination.

XII. SOURCES:

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