

Cambridge Historical Commission

Preservation Awards 2022-23

May 25, 2023

Welcome to The Foundry!



George F. Blake Mfg. Co. workers on a noontime break, ca. 1910

The Foundry, 101 Rogers Street (1890)



The City of Cambridge, owner, with the Cambridge Redevelopment Authority and the Foundry Consortium



George F. Blake Manufacturing Company, machinery plate




BLAKE'S
PATENT

STEAM PUMPS

GEO. F. BLAKE MAN'G CO.
MANUFACTURERS AND PROPRIETORS.

No. 88 Liberty Street,
NEW YORK.

No. 44 Washington St. Whitefriars Street,
BOSTON. LONDON.

Advertisement in *American Model Printer*,
Vol.1 Number 5, 1880

THE MANUFACTURER AND BUILDER.

Vol. I—No. 4. SEPTEMBER, 1878. TENTH YEAR.

Improved Piston Pump.

Our illustration represents a new pattern of piston pump, manufactured by the George F. Blake Manufacturing Co., of 88 Liberty street, New York, and designed for mining use in localities where space is so limited as to render the employment of a piston pump impracticable, in which case a piston pump to the same effect has been tried to no avail.

Experience has shown that no form has been made against the use of the piston pumps of pumps on account of the rapid deterioration to which they are subjected. This objection has been entirely overcome in the pump here shown; the cylinder is made removable, so that it can be detached from the pump almost instantaneously and without disturbing in the least any other part of the pump; this latter is a matter of very great importance, as a pump in a mine cannot be stopped for any length of time without rendering the progress and resulting in heavy loss.

With one of these pumps, supplied with a double cylinder, a mine is normally protected against a water-trough of this kind.

The manufacturer claims for this pump, which they call their Patent Removable Cylinder Mining Pump, the following distinctive features, all of which, from a close inspection of the pump, we find to be well founded: These distinctive features, so to speak, in construction, a removable water-cylinder that can be quickly removed without disturbing the pump or interfering with its work. Second, as to durability, the water valves are made of solid composition, with glass filling in independent setting. The piston and stuffing boxes, valve rods, and all wearing parts coming in contact with water, are also made of solid position. Third, as to simplicity, hand levers are arranged at each side of the pump, so that, by simply raising one of them the water valves are opened to view, and may be examined without the necessity of removing pipes or dismounting the pump. Fourth, as to the water-gauge, the body of the water-pump is composed of composition, so that the following, thereby being proof against the action of heavy mine water. The packing is composed of two leather rings bearing against the water-cylinder, and held in position by the front and rear followers; this style of packing having been found to be the most durable for heavy pressure. Fifth, as to improved features, any smaller size water-cylinder may be used in this pump—on an illustration, as a shaft to be packed in perhaps because necessary to increase the power, which may be readily accomplished by reducing the diameter of the pump-cylinder by the use of this patent cylinder a 16-inch cylinder may be reduced to a twelve, or any desired diameter, in a very few minutes. Sixth, as to explosion-proof, each part being made to a million gauge, enables the ready substitution of a new part in the place of one that has been injured or worn out.

This company manufactures these pumps of any diameter, proportion of steam to water cylinder. The one illustrated in our engraving has a

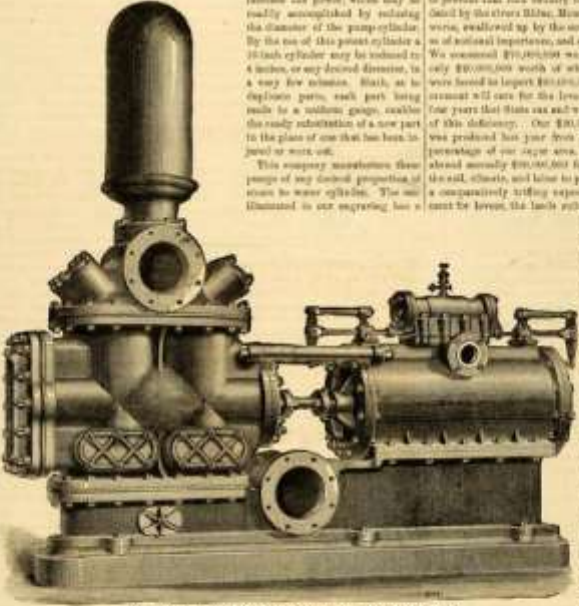
The Mississippi Levees.

A thorough system of embankments along the shore of the lower Mississippi river, based on a careful survey by a competent corps of hydrographic engineers, such as is required by the government of the States, to prevent that rich country from being partly torn away by the rivers Illinois, Missouri, Arkansas, so on westward, realized up by the ocean, should be regarded as of national importance, and so treated in legislation. We recommend \$10,000,000 worth of sugar last year, only \$10,000,000 worth of which we produced. We were forced to import \$10,000,000 worth. If the government will care for the levees in Louisiana, within four years that State can and will produce every pound of this deficiency. Our \$10,000,000 worth of sugar was produced last year from 100,000 acres—a small percentage of our sugar area. Why should we not extend another \$10,000,000 for sugar when we have the soil, climate, and labor to produce it, as when by a comparatively trifling expenditure by the government the levees, the land suitable for sugar planting can be reclaimed? Extension, extension, originating East and West, place the cost of the necessary improvements at \$10,000,000. A correspondence of the Commercial and Financial Review, writing from General Parke, in 1870, "The United States would require only a million dollars more per year for levees, to be expended under the direct supervision of United States engineers after careful surveys, and follow it up next year by a like sum, after that half a million a year, would do the work. A million dollars yearly expended will pay into our hands from six to seven million pounds of sugar. There will be very little needed after business millions of such are added to our present levees."

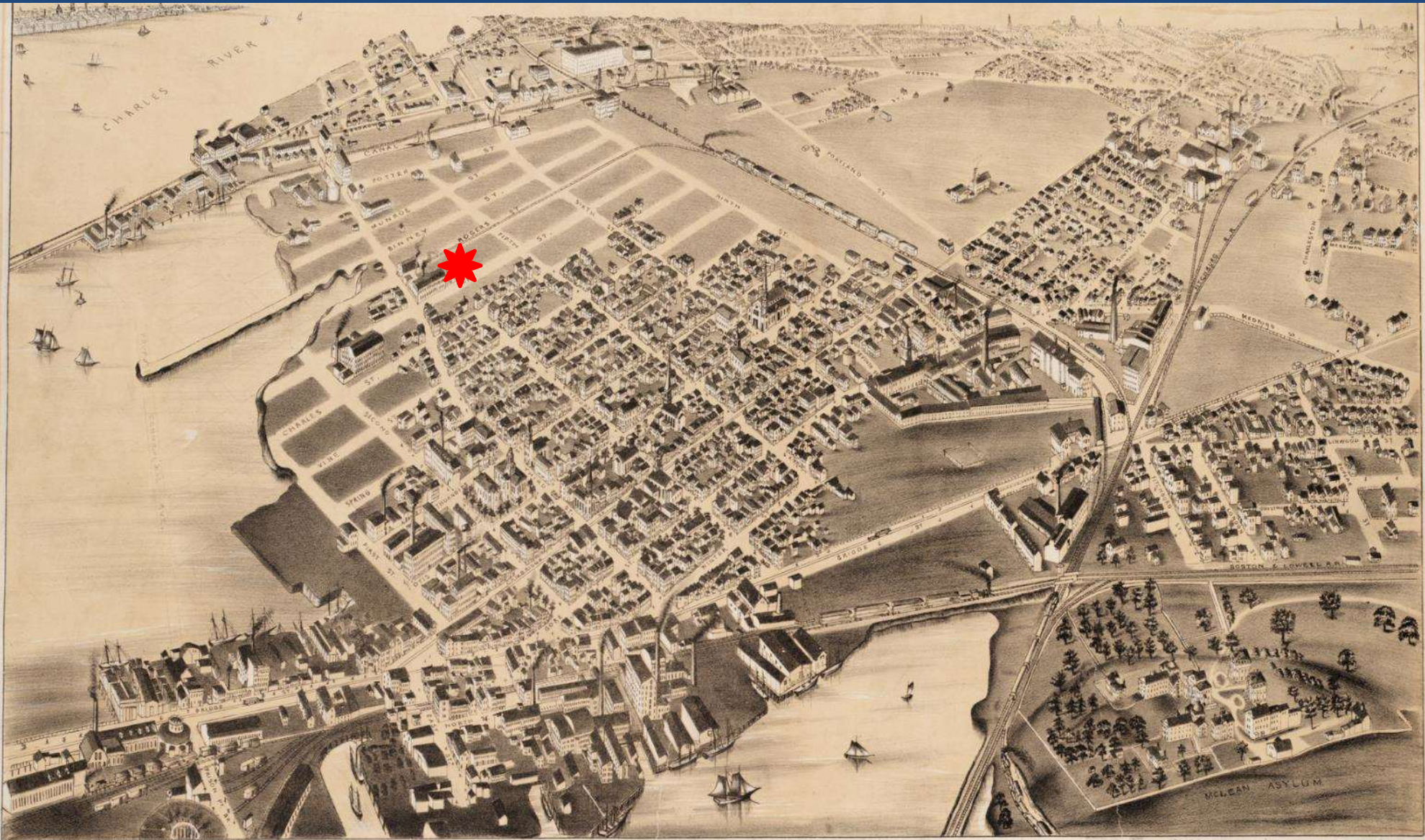
This estimate would not give the total amount above five millions at the very outside. But even if work should cost thirty or forty millions of dollars, consequently need, the appropriation should be forthcoming. Money so expended on guarded by government engineers that to roll upon the Treasury can be possible—would accomplish two good results: Restore thousands of acres of its most valuable sugar-growing land, and give employment to thousands of laborers now unemployed, who will otherwise become a burden upon society.

THE BLAKE REMOVABLE-CYLINDER MINING-PUMP.

Single steam-cylinder, single water-cylinder, and 20-inch stroke. They also manufacture every other description of mining pump, all of which are arranged under the same high or low pressure, working so perfect when the exhaust is connected with a condenser or when exhausting into the atmosphere. They can be operated with absolute certainty by water pressure, thus enabling them to start up when filled with the cold water of condensation. They will run under water and also blow down when "blowing out" course; they will also start promptly when steam, air or water pressure is turned on, proving absolute safety.



Blake Removable Cylinder Mining Pump
The Manufacturer and Builder, September 1878



DRAWN & PUBLISHED BY G. H. BAILEY & J. C. HAZEN, BOSTON.

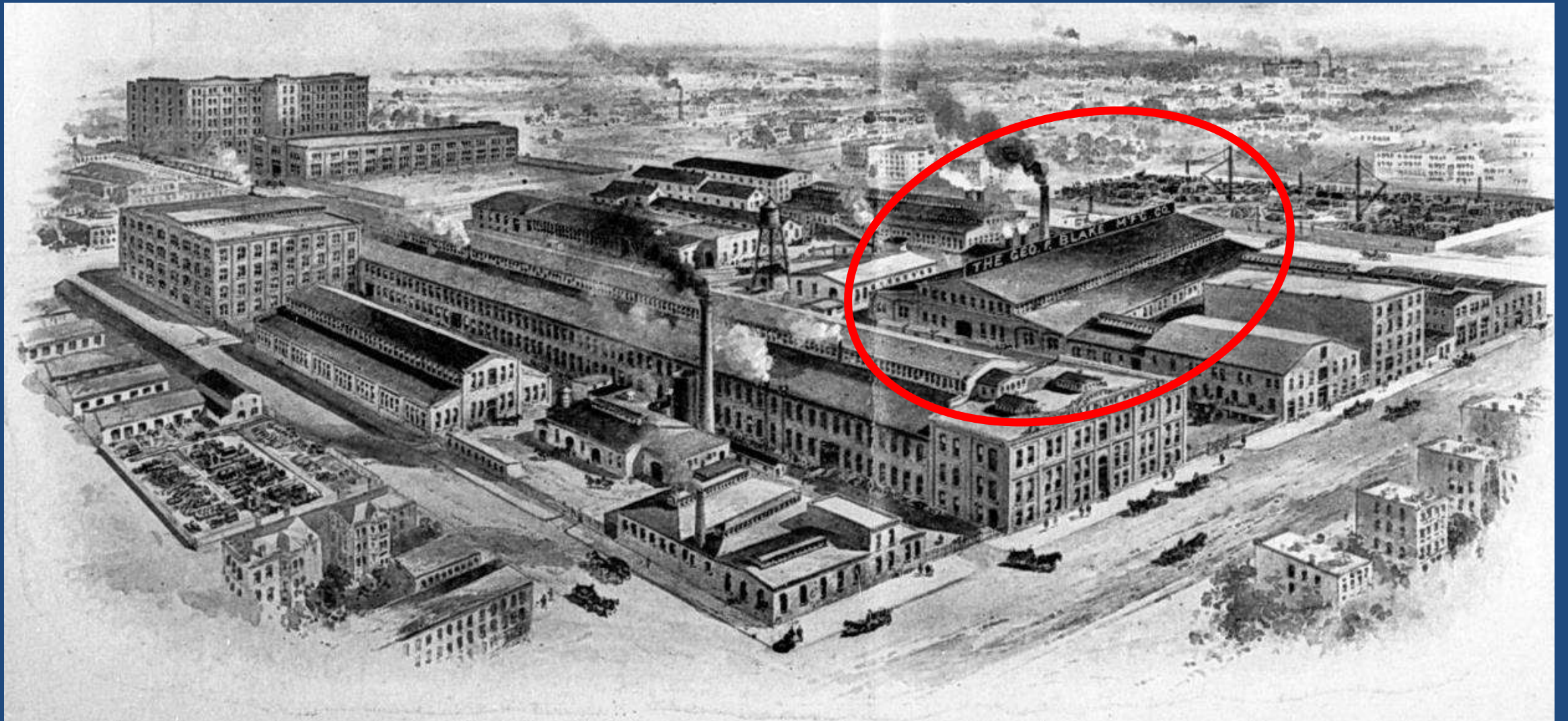
— VIEW OF —
EAST CAMBRIDGE, MASS.
1879.

0774-0078-4-1879-035

Map 814 Co. 1879

2074

176



Blake & Knowles Steam Pump Works, ca. 1909

5 Ton 3 Motor High Speed "Toledo" Crane in Plant of
Blake and Knowles Steam Pump Works, East Cambridge, Mass.

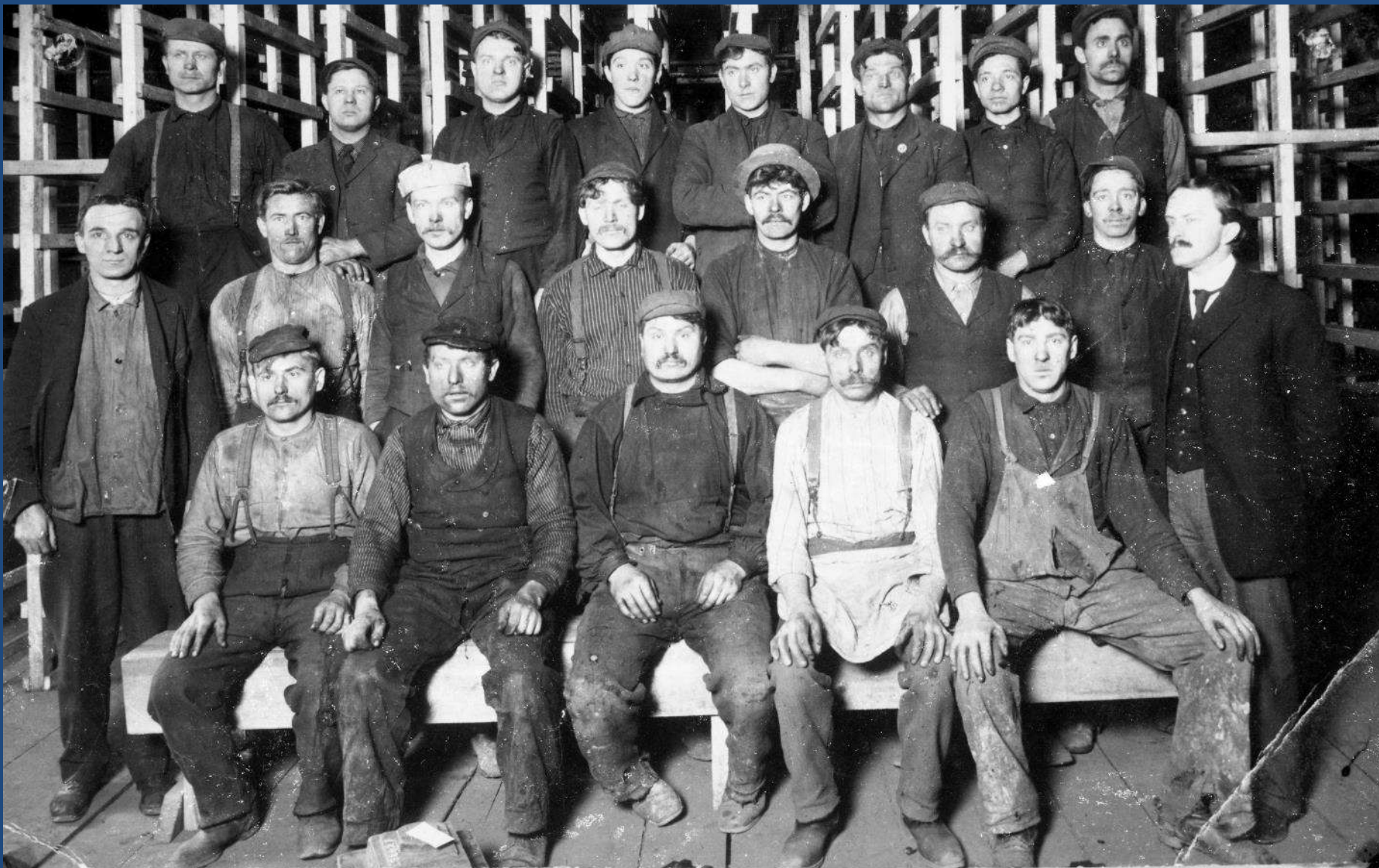


The Toledo Bridge & Crane Co.
Toledo, Ohio

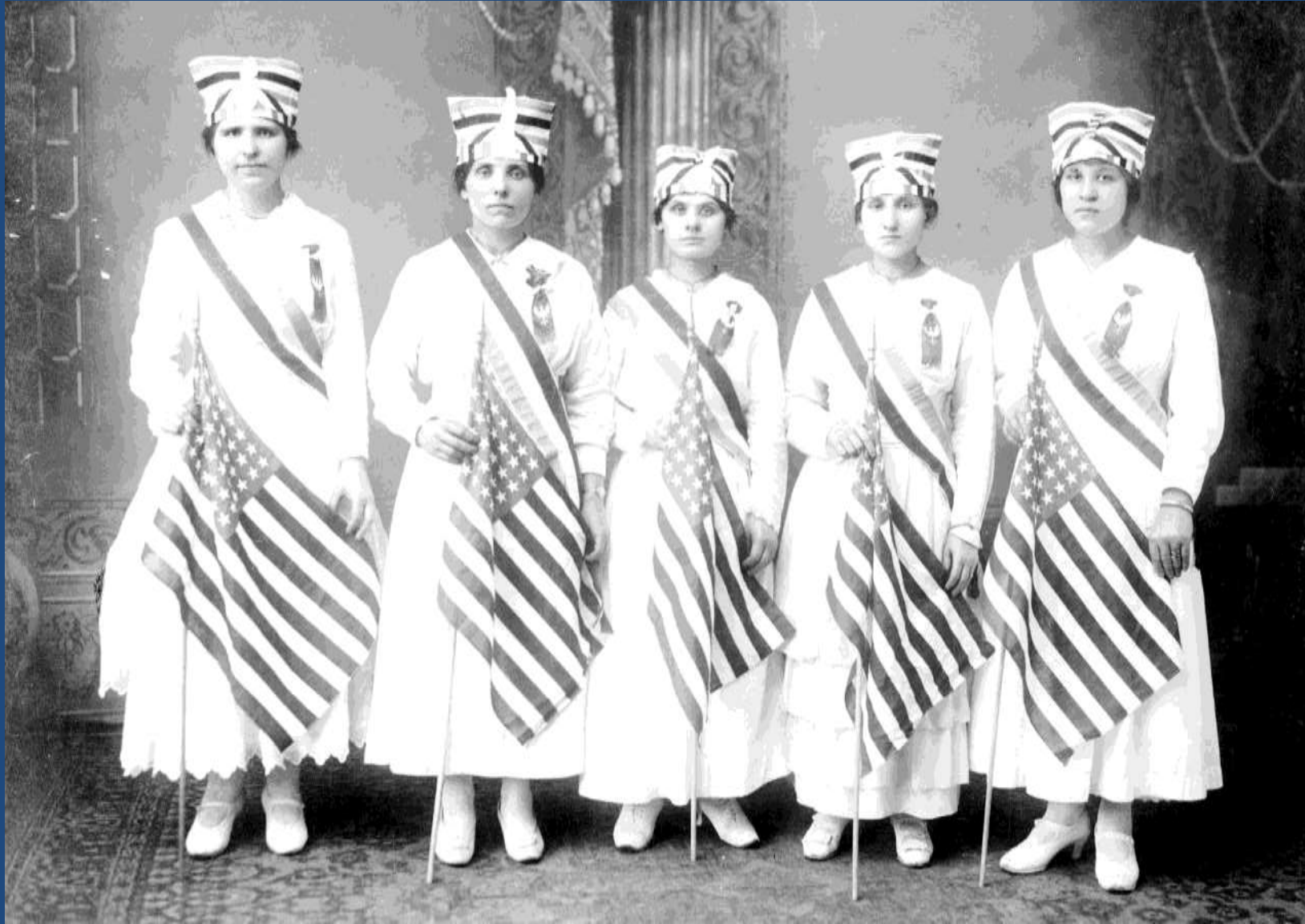
Erecting Hall
with travelling
crane, ca. 1910



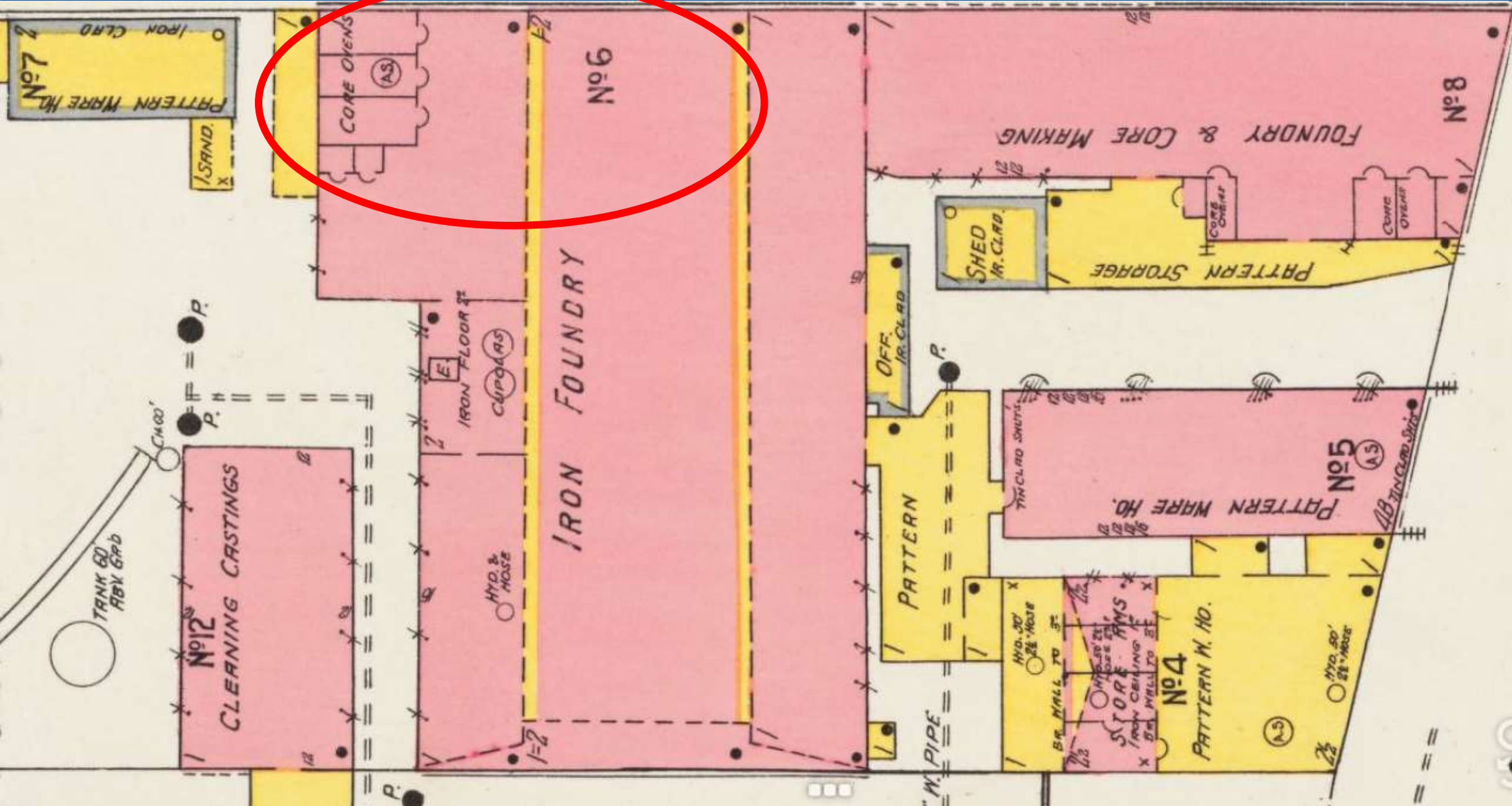
Molten iron being poured from ladles into molds.
From *Fra Burmeister og Wain's Iron Foundry*, by Peder Severin Krøyer, 1885



Blake & Knowles workers at a YMCA class, ca. 1910

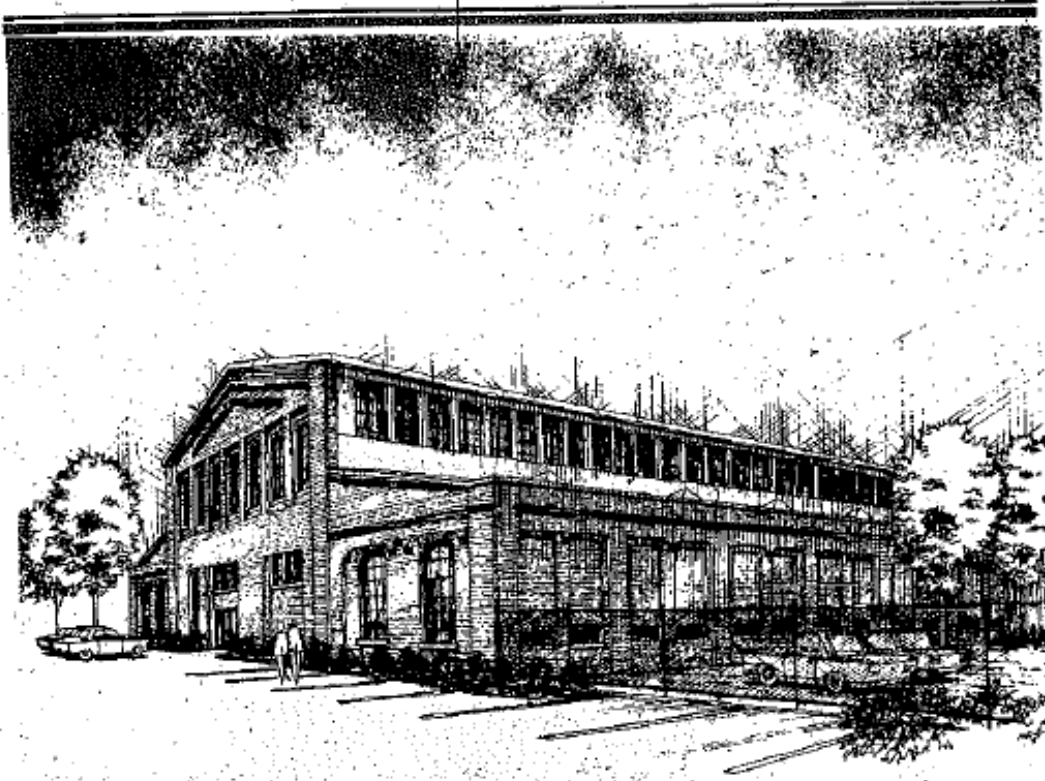


Polish women of St. Hedwig's Parish, Otis Street, dressed for a parade celebrating the end of WWI





Bent Street (north)
elevation, ca. 1936



THE FOUNDRY WORKS at 180 Bent Street, Cambridge, is undergoing a major renovation project. Howard Rockstrom Associates Inc. is the architectural firm for the project.

Cambridge Foundry set for major renovation

A major \$2.1 million renovation project is under way on the old George F. Fryborg of Robert A. Jones, a creative, artful, practical office building," Wakeley also of Cambridge. continued. "As a result of the

Cambridge Chronicle
Sept. 16, 1982



South and east elevations



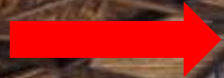
North and west elevations, showing removed portion of original building



Third floor, January 2017



Knee braces



August 2020





January 2021



May 2022

The Foundry, 101 Rogers Street (1890)



Owner: City of Cambridge
Brendon Roy, Project Manager

Cambridge Redevelopment Authority, Lessee
Tom Evans, Executive Director

Operator: The Foundry Consortium
Diana Navarrete-Rackauckas, Executive Director

Architects: Stefanie Greenfield and Justin Crane
Cambridge Seven, Cambridge, Mass.

Construction: Brian Santos and Even Moore
W.T. Rich Company, Natick, Mass.

Engineers: MEP FP Engineer: Peter Reilly
AKF Engineers, Boston, Mass.

Structural Engineer: Dominic Kelly and Mark Webster
Simpson Gumpertz & Heger, Waltham, Mass.

Civil Engineer: Aaron Gallagher
Nitsch Engineering, Boston, Mass.

Landscape Architect: Mikyoung Kim
Mikyoung Kim Design, Boston, Mass.

Acoustic Design: Jonah Sacks
Acentech, Cambridge, Mass.

Code Consultant: Eric Cote
Jensen Hughes, Framingham, Mass.

Lighting Design: Dan Weissman
LAM Partners, Cambridge, Mass.

Graphic Design: Rena Sokolow
One2Tree, Brookline, Mass.

Public Art: Elisa Hamilton, Juke Box Artist

Lillian Hsu and Hilary Zelson, Cambridge Arts Council

The City of Cambridge, owner, with the Cambridge Redevelopment Authority and the Foundry Consortium

2021-2022 Award Winners

Edith Longfellow Dana house, 113 Brattle Street (1887)



Lincoln Institute of Land Policy



Edith Longfellow Dana house, 113 Brattle Street (1887, Andrews & Jaques, architects). Photo ca. 1890







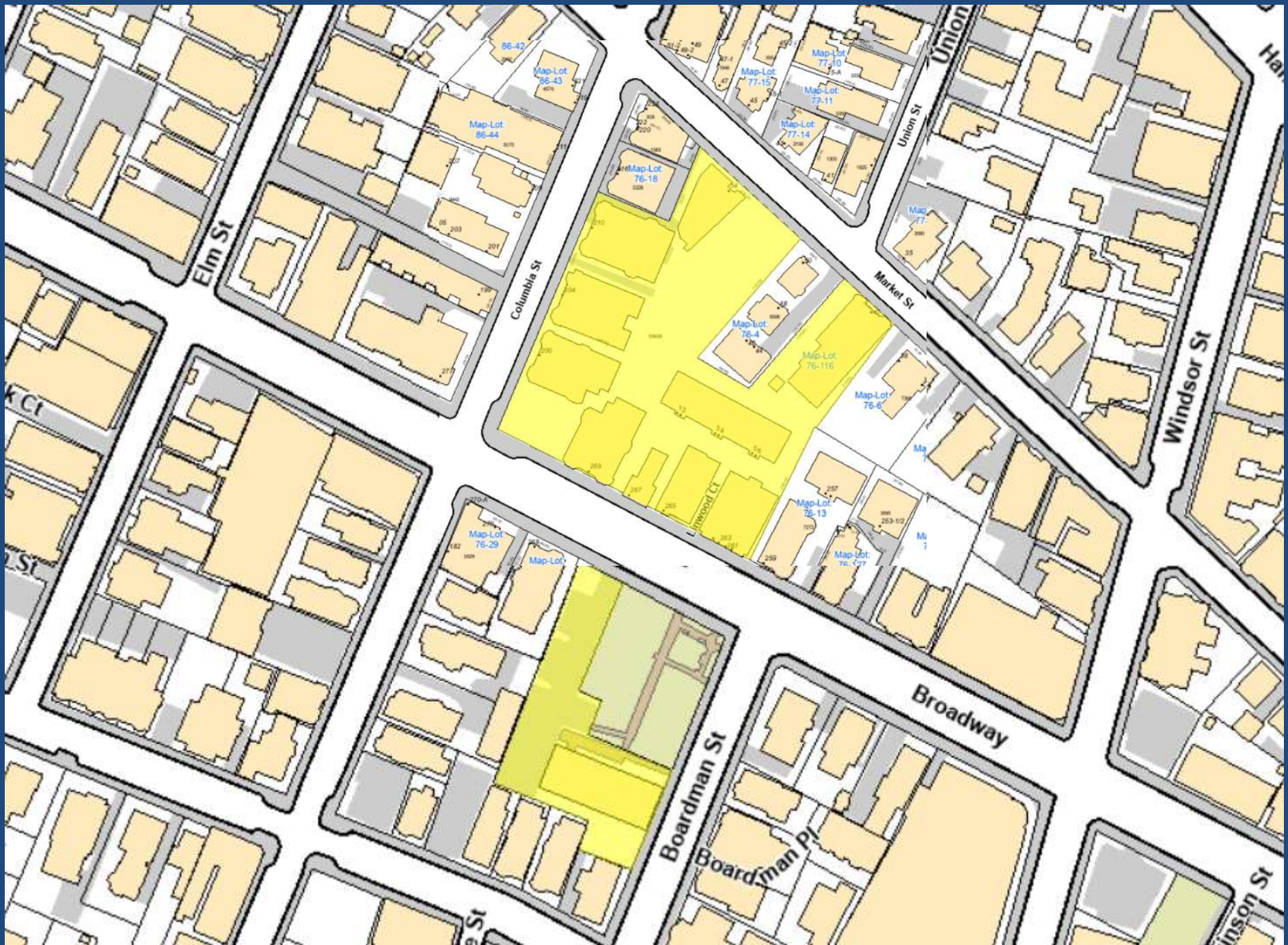




Squirrelwood: Ten Buildings on Broadway, Boardman, Columbia, Market streets



Just A Start, Inc.





JAS

Just A-Part
Properties

LINWOOD COURT

200-210 COLUMBIA STREET
40 MARKET STREET
261-269 BROADWAY
1-5 LINWOOD PLACE



PROFESSIONALLY MANAGED BY
Maloney Properties, Inc.



LEASING INFORMATION
(617) 661-7190



Squirrel Brand Co. (1914)



267 Broadway (1838); 267 Broadway (2022); 261-263 Broadway (1889)



70

24 Hour Package Delivery



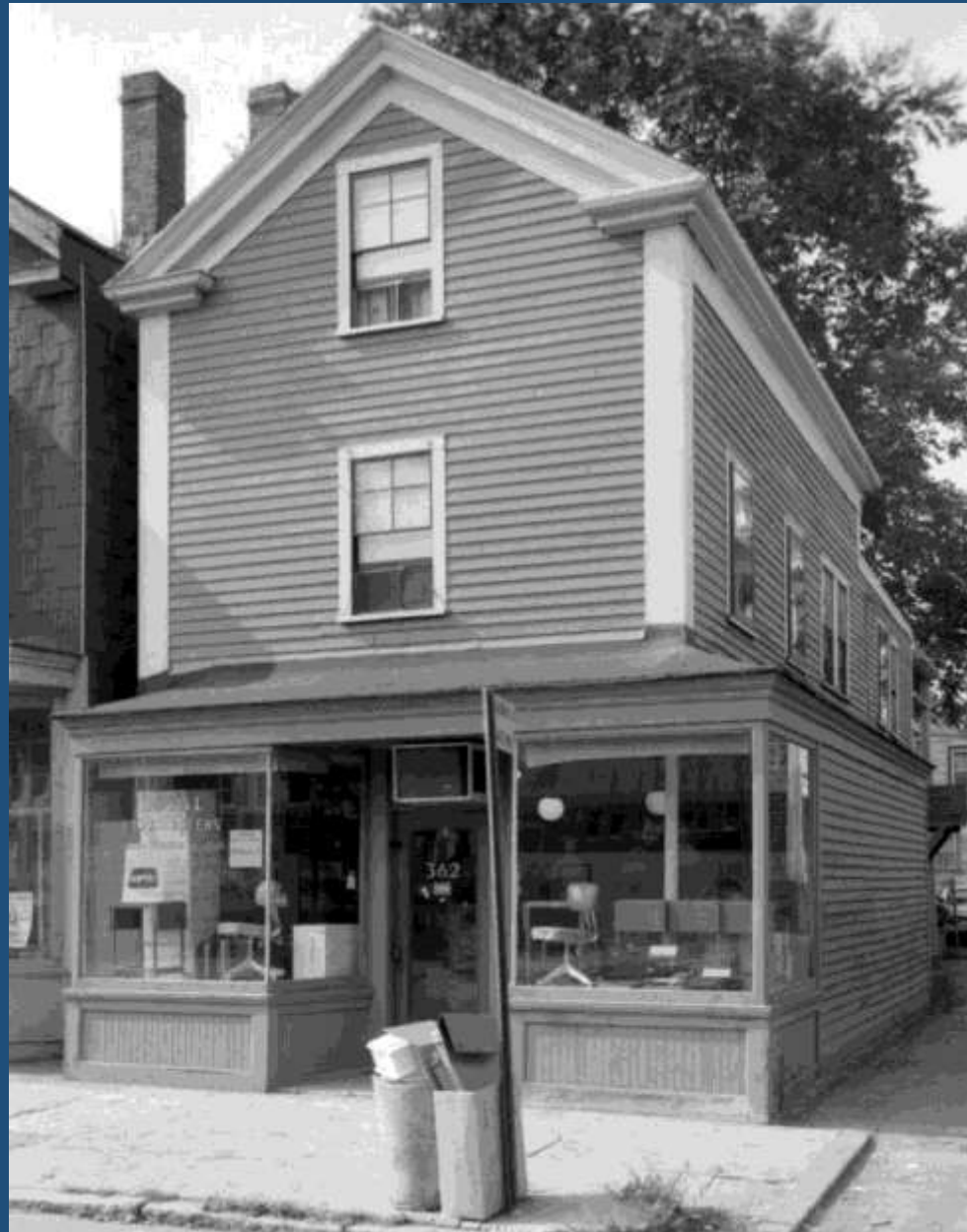




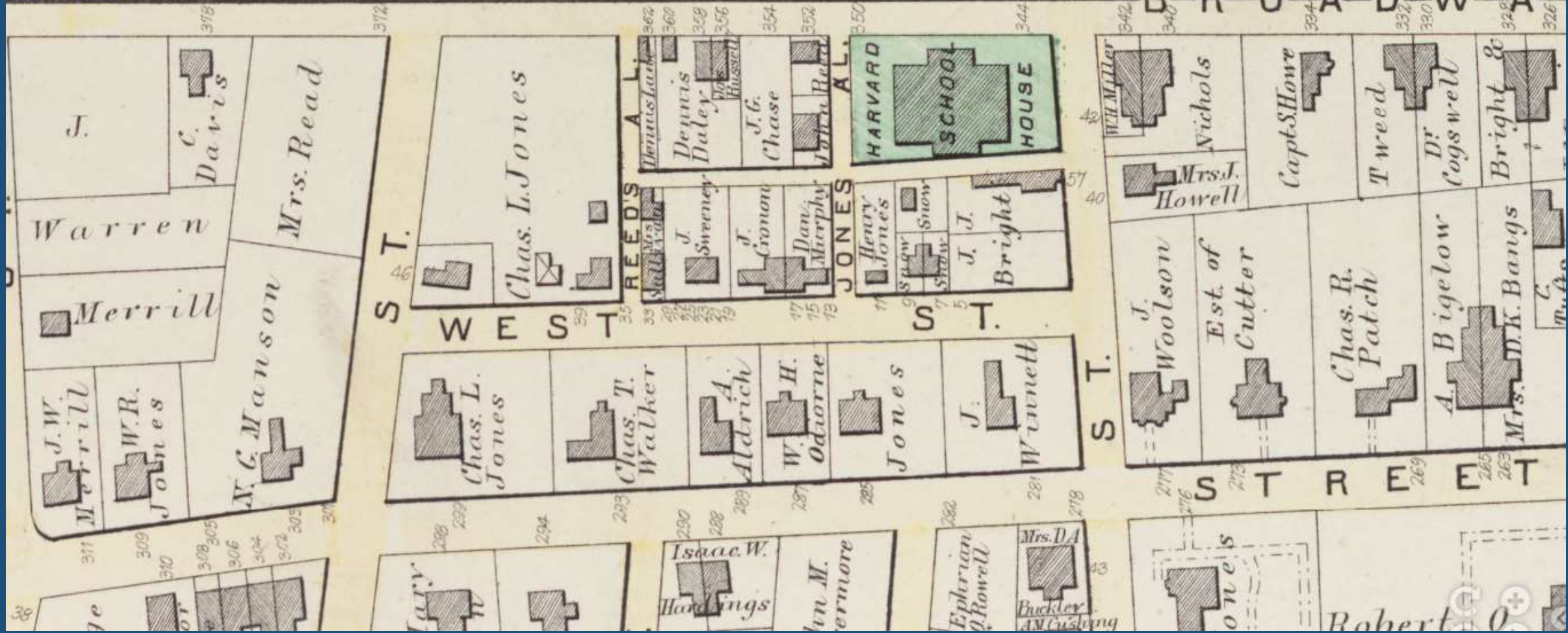
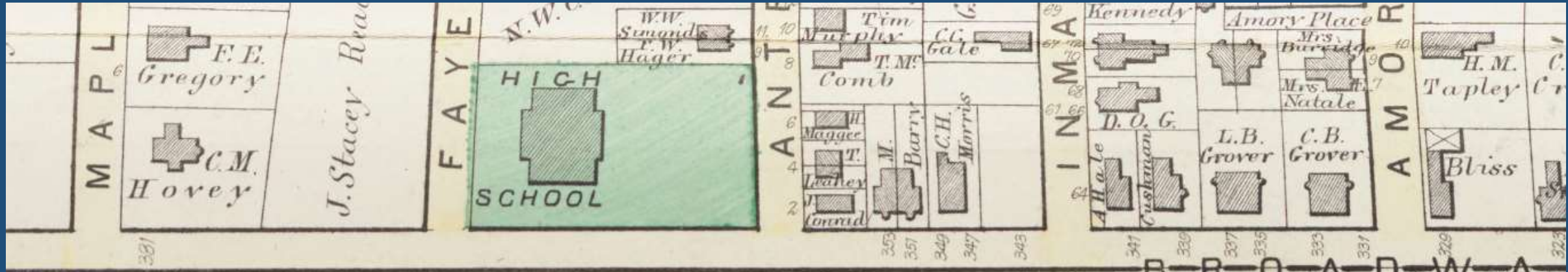
Dennis Lane house, 362 Broadway (1852-1917)



Ducan MacArthur, Baker Pond, LLC



ca. 1967





1965



Lost to fire, 2008



2019



2020





Hastings-Tapley Insurance Co. building, 271 Cambridge Street
(1969, 1983, 1987, Koetter-Kim Architects)



271 CS Property LLC



Original Hastings-Tapley Insurance Co building (1969). Photo 1970.



Two floors added above 1969 original (1983, Fred Koetter Associates, architects). Photo 1985



Three-story addition to right of original building (1989, Koetter Kim & Associates, architects). Photo 2018 .



www.werelderfgoedfotos.nl

Villa Schwob, La Chaux-de-Fonds, Switzerland (1916, LeCorbusier, architect)

The Panel

The current entirely opaque Panel presents a significant obstruction to daylight. Yet simply opening the area would subvert its aspirations. We propose replacing the majority of the surface with porcelain fritted glass with a significant degree of opacity. This would create an apparently solid surface during the day (enhanced when in direct sunlight; and mitigating heat gain on the interior). This expanse of fritted glass is framed on either side by thin vertical transparent glass to establish a contrasting surface. The arch below further creates a level of tension in the surface of the fritted panel; like a piece of fabric held at its corners and stretched taught.





Completed renovation (2020, Butz + Klug Architecture). Photo Dec. 2021.

Edward Collins house, 152 Charles Street (1846)



152 Charles Street LLC



March 2021



152 Charles Street, 1965. CHC photo.



December 2021



Livermore-Fuller house, 8 Ellery Street (1839)

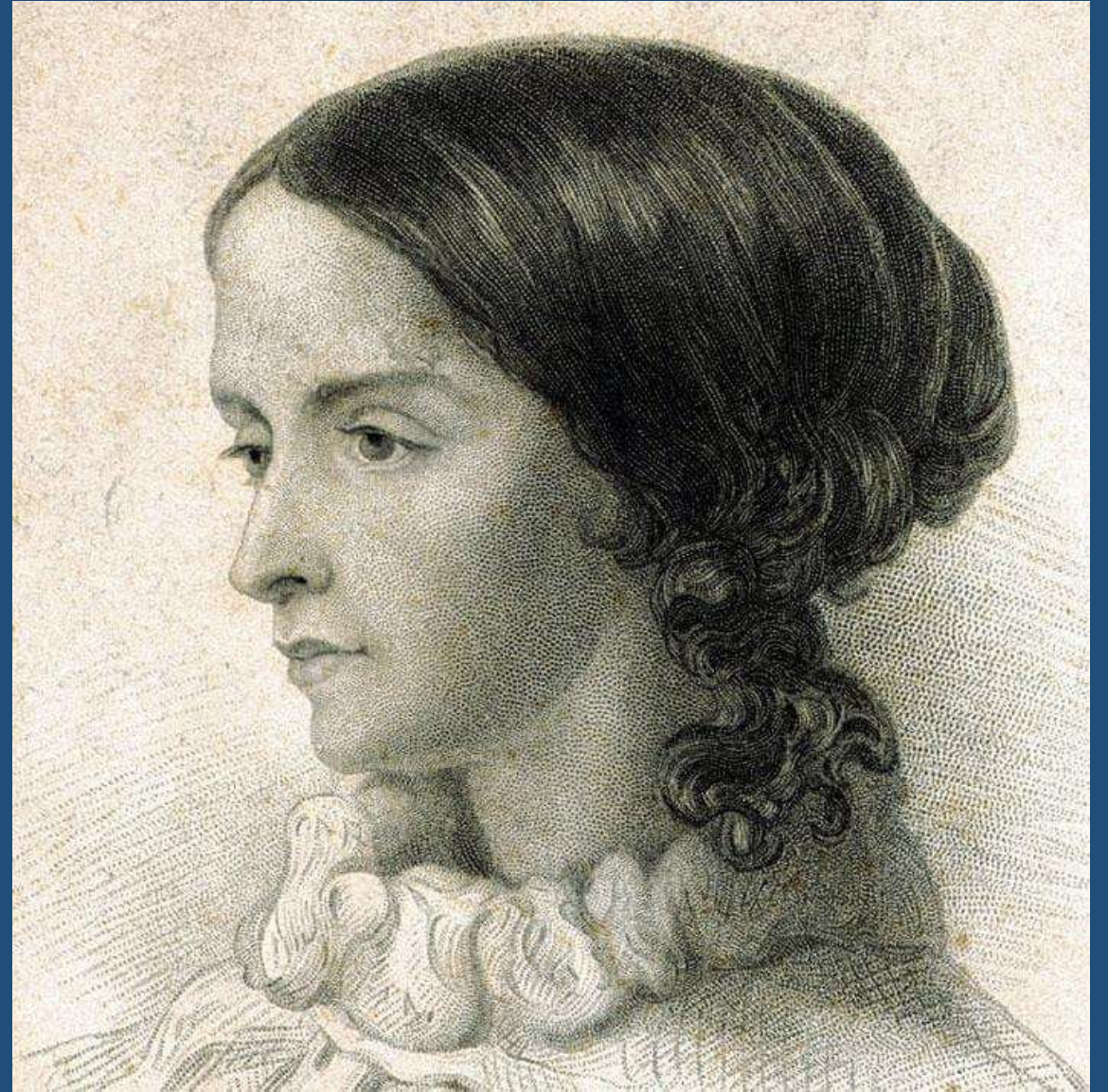




H.F. Walling, Map of Cambridge, Massachusetts (1854)



Isaac Livermore (1797-1879)



Margaret Fuller (1810-1850)



1965















John Hancock Jr. Tenement House, 134 Hancock Street (ca.1845)



Rebecca Walsh



Built at 307 Harvard Street, ca.1845; moved to 134 Hancock Street by Samuel B. Rindge, 1865



2013



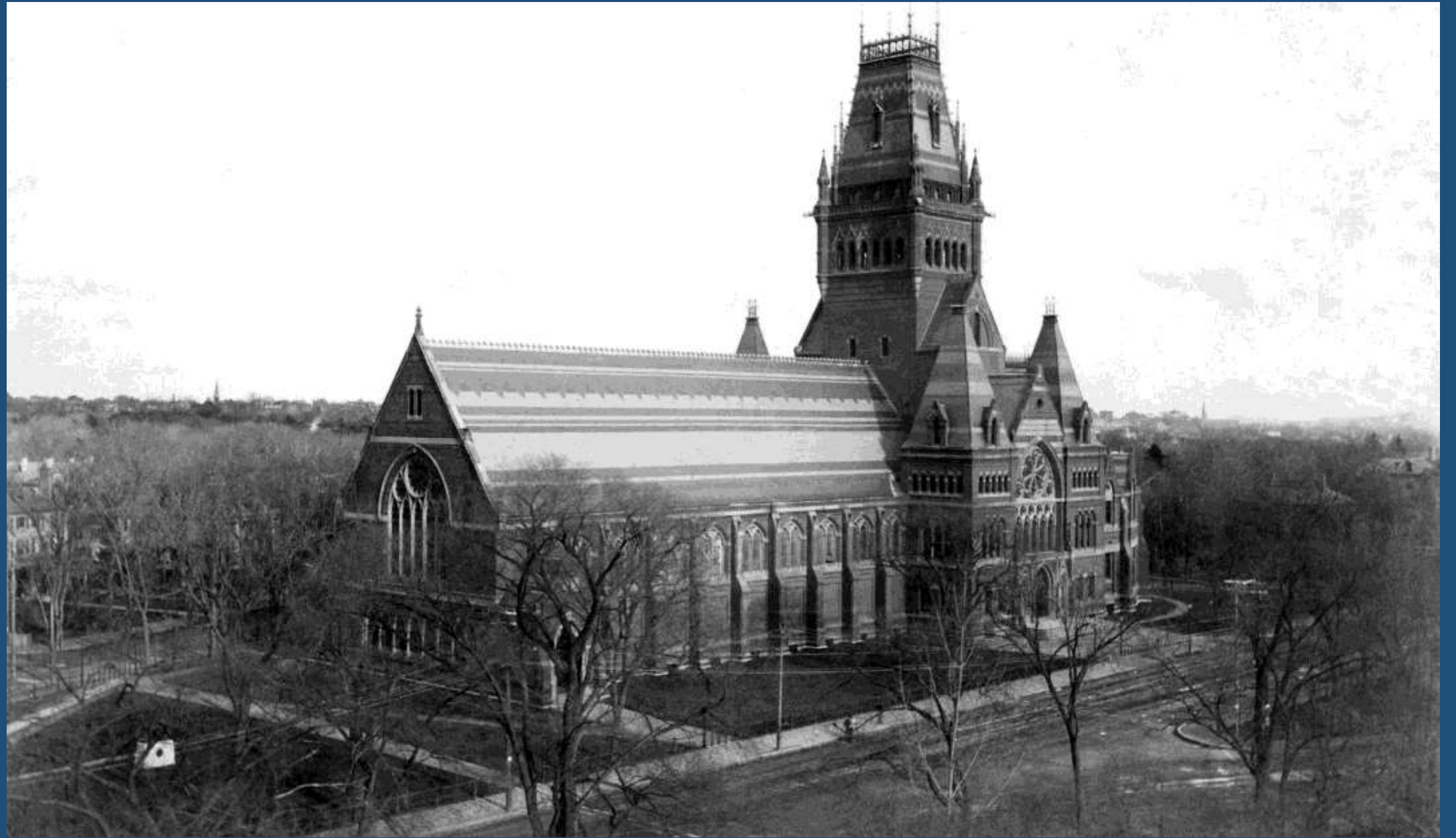
CORNER PILASTER AND CLAPBOARD DETAIL
UNDERNEATH EXISTING SHINGLE



Memorial Hall (1870, Ware & Van Brunt, architects)



Harvard University





Sept. 19, 1956





2000

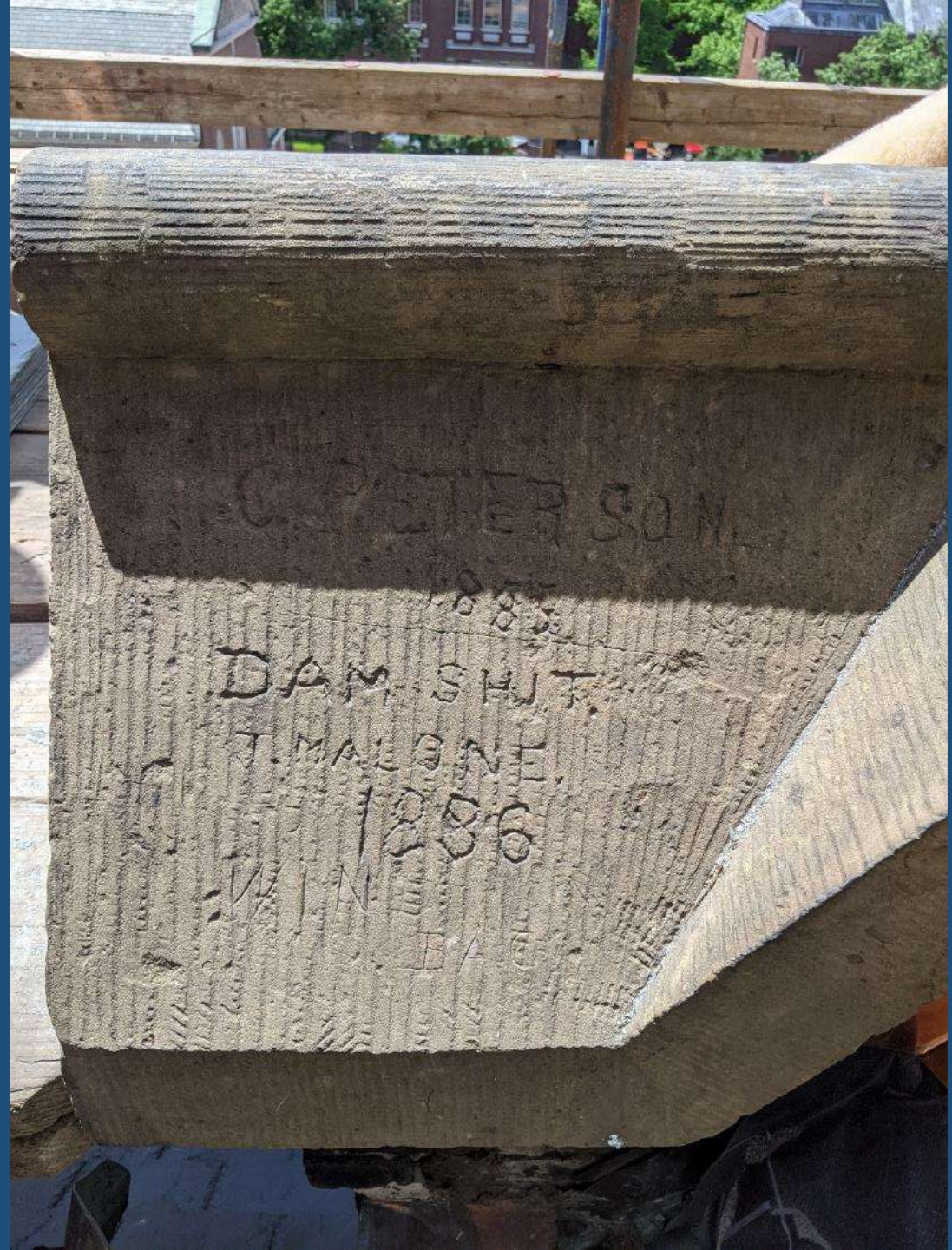


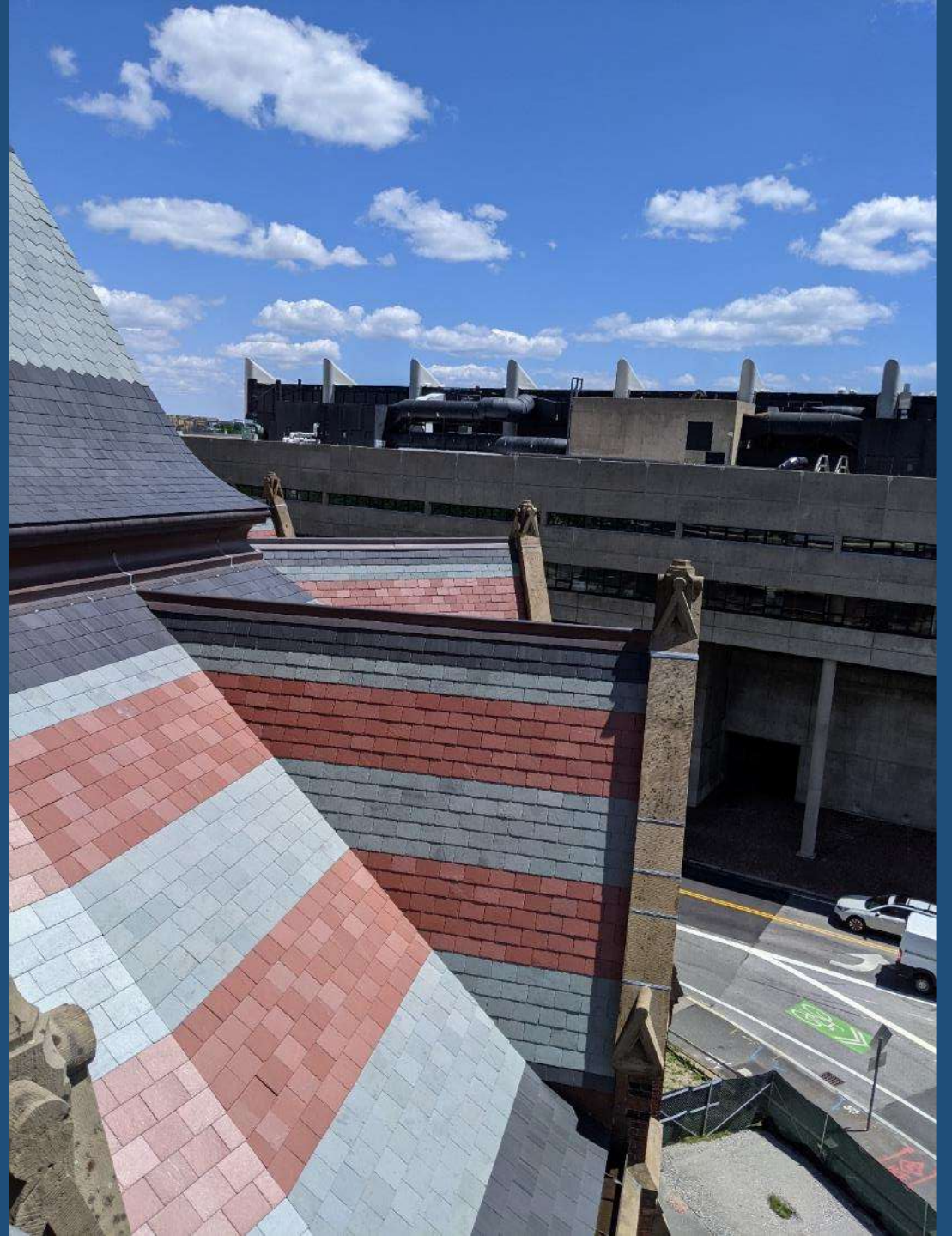
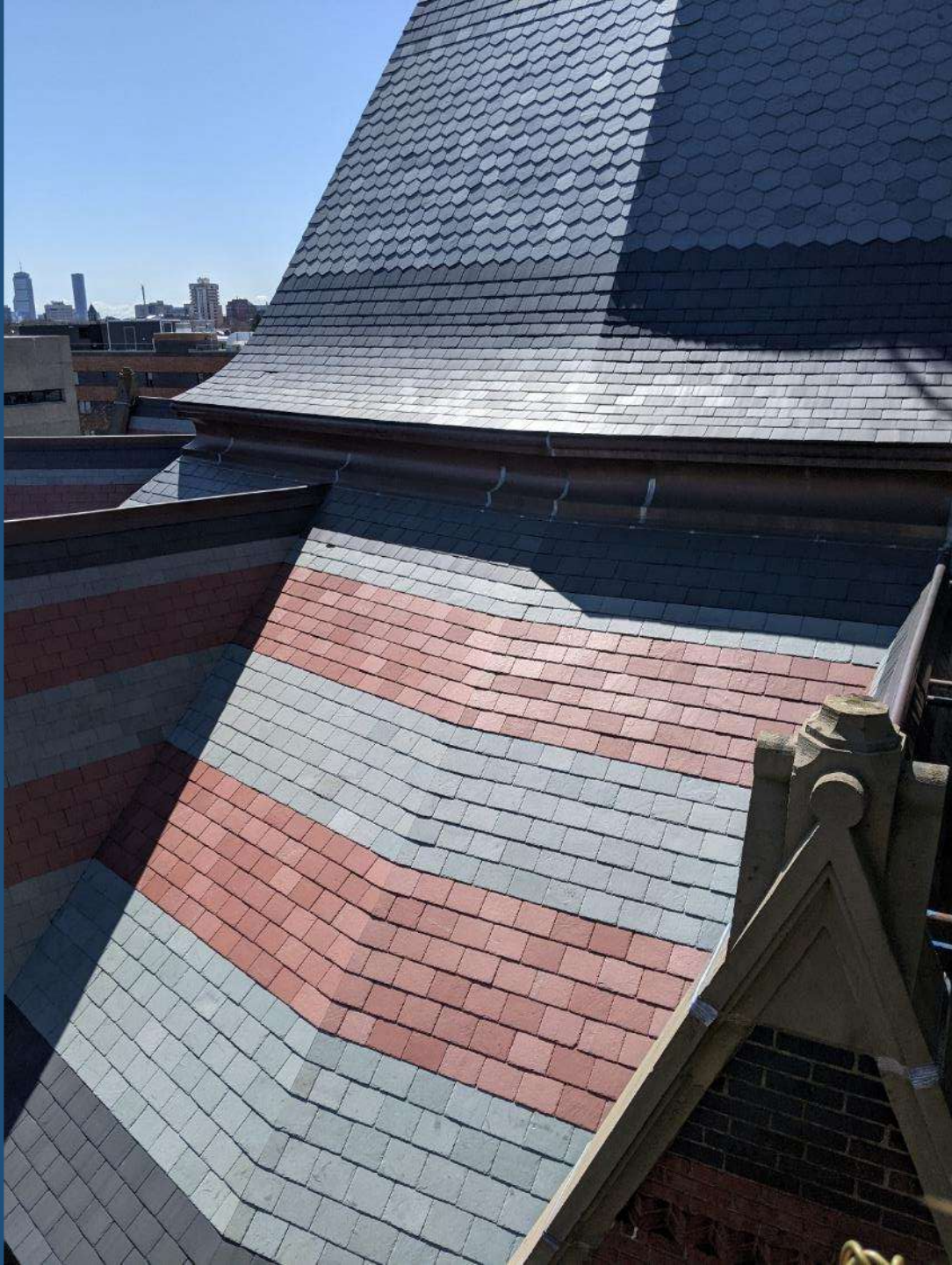




Charles Albert Peterson
Harvard College, A.B. 1885
Massachusetts Institute of Technology, S.B. 1885

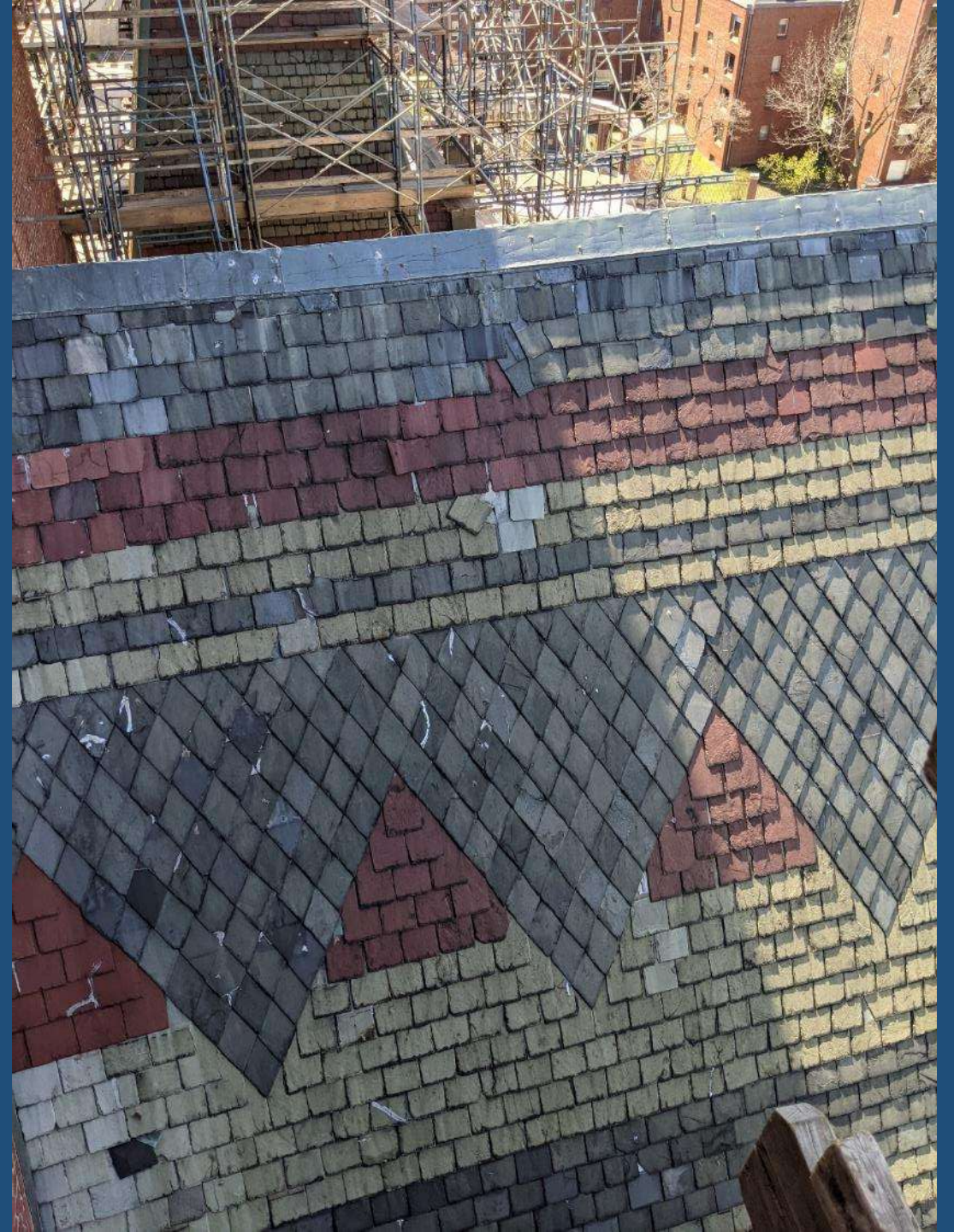
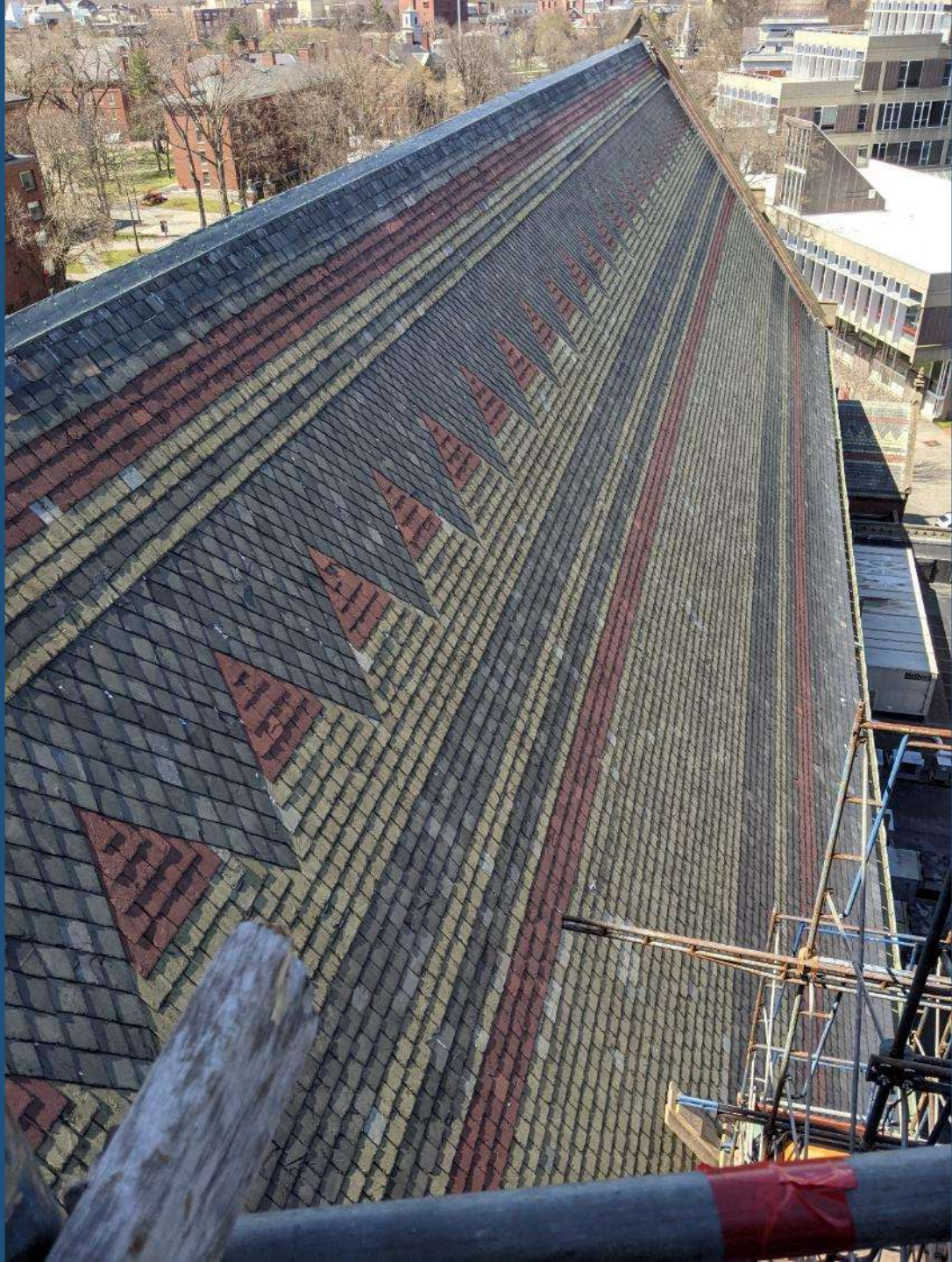
James Thomas Malone
Harvard College, A.B. 1889
Admitted to the New York Bar, 1892







Cresting reinstalled, June 2021

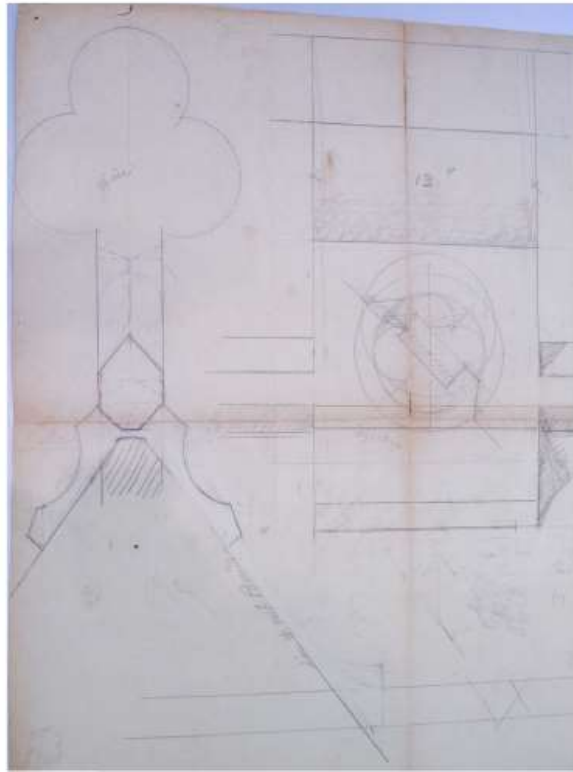




ORIGINAL SKETCH BY WARE AND VAN BRUNT
HARVARD PROPERTY INFORMATION RESOURCE CENTER



HISTORICAL PHOTOGRAPHS SHOWING CRESTINGS
HARVARD UNIVERSITY ARCHIVES



ORIGINAL SKETCH BY WARE AND VAN BRUNT
HARVARD PROPERTY INFORMATION RESOURCE CENTER



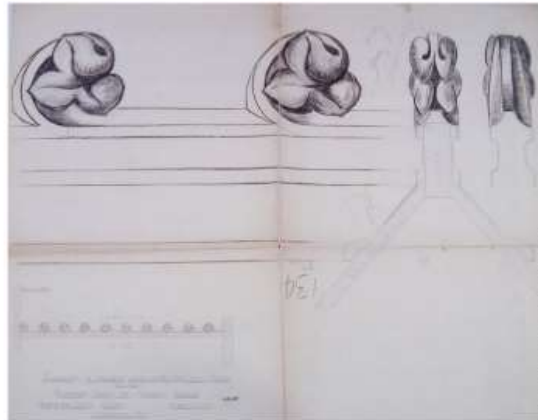
CONSTRUCTION PHOTOGRAPH, circa 1872
CAMBRIDGE HISTORICAL COMMISSION



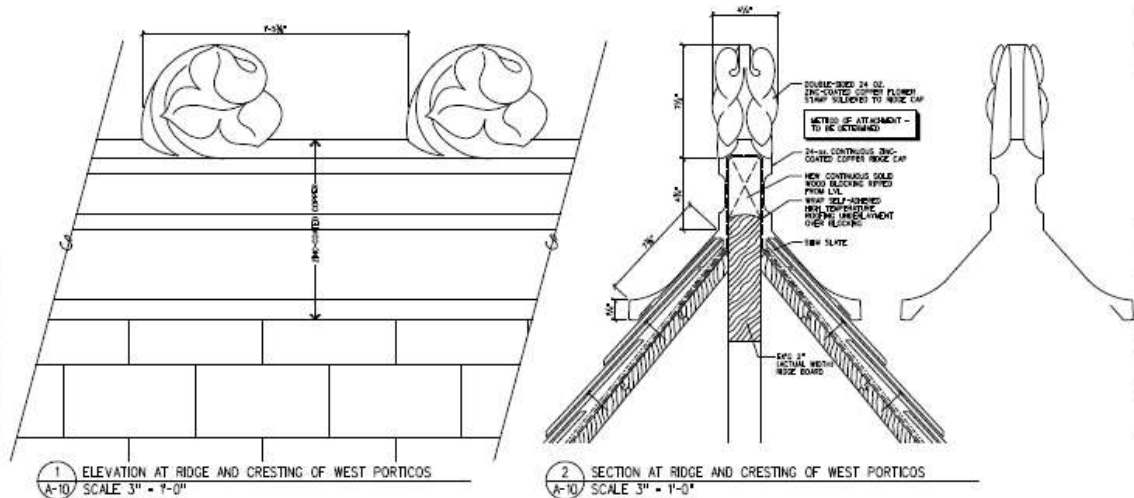
ORIGINAL SKETCH BY WARE AND VAN BRUNT
HARVARD PROPERTY INFORMATION RESOURCE CENTER



PHOTOGRAPH, circa 1873 (PRIOR TO CONSTRUCTION OF SANDERS THEATRE IN 1875 AND ADDITION OF DORNERS TO TOWER IN 1877)
HARVARD UNIVERSITY ARCHIVES



ORIGINAL SKETCH BY WARE AND VAN BRUNT
HARVARD PROPERTY INFORMATION RESOURCE CENTER











Ruel Beach house, 19 Hubbard Park (1913, Allen W. Jackson, architect)



Renovation by Frank Shirley Architects, 2022-2023











William T. McDonough stores, 902-912 Mass. Ave. (1926, Saul Moffie, architect)



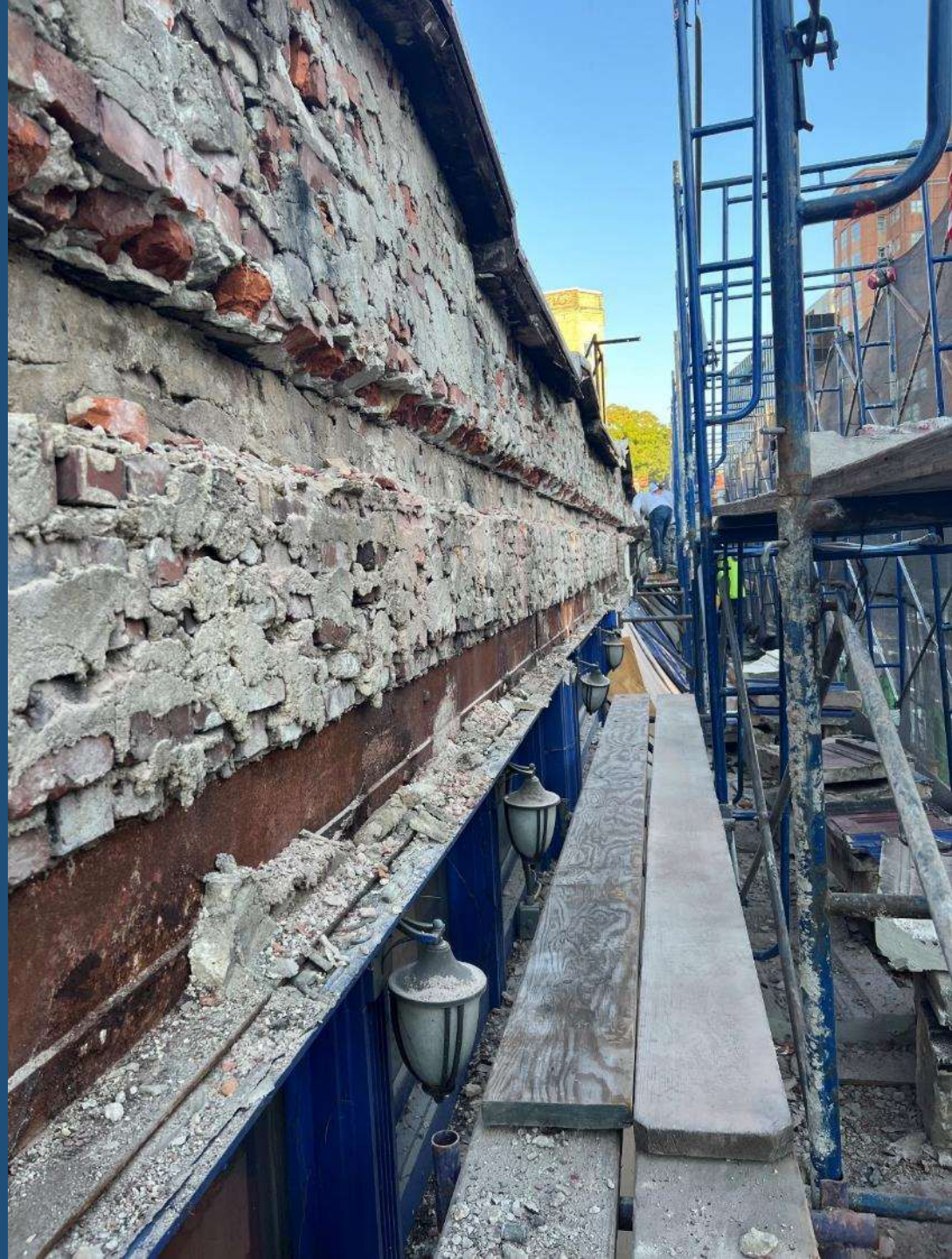
Ronald C. Clarizia, Manager
902-912 Massachusetts Condominium Trust





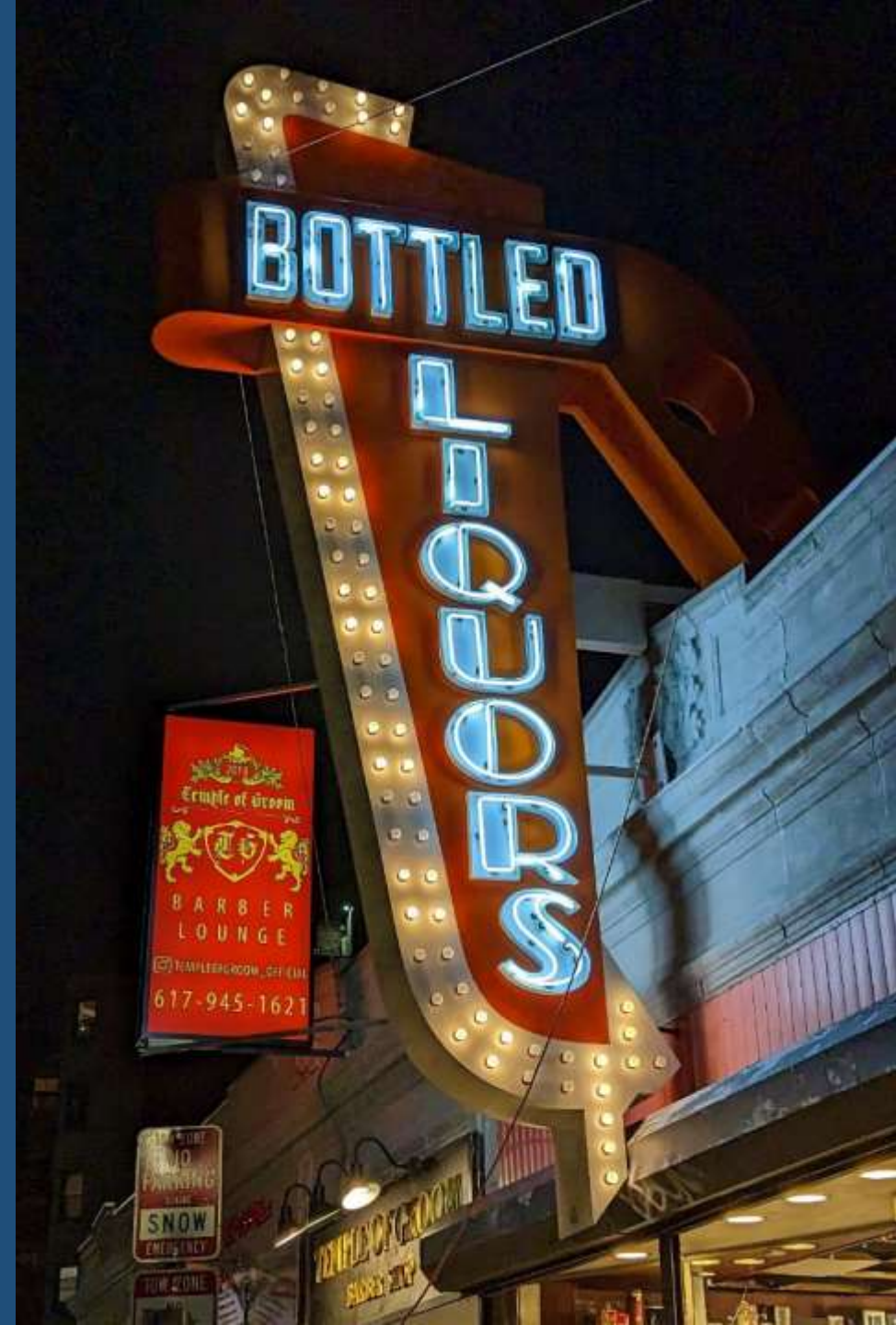
2012











Resch Boathouse, MIT Building W8 (1965, Anderson, Beckwith & Habile, architects)







1984. Chris Hail photo.





MIT Museum Collections



Green Building Radome Restoration (MIT Building W54)





1968



2023

CECIL AND IDA GREEN BUILDING
 CENTER FOR EARTH SCIENCES
 MASSACHUSETTS INSTITUTE OF TECHNOLOGY













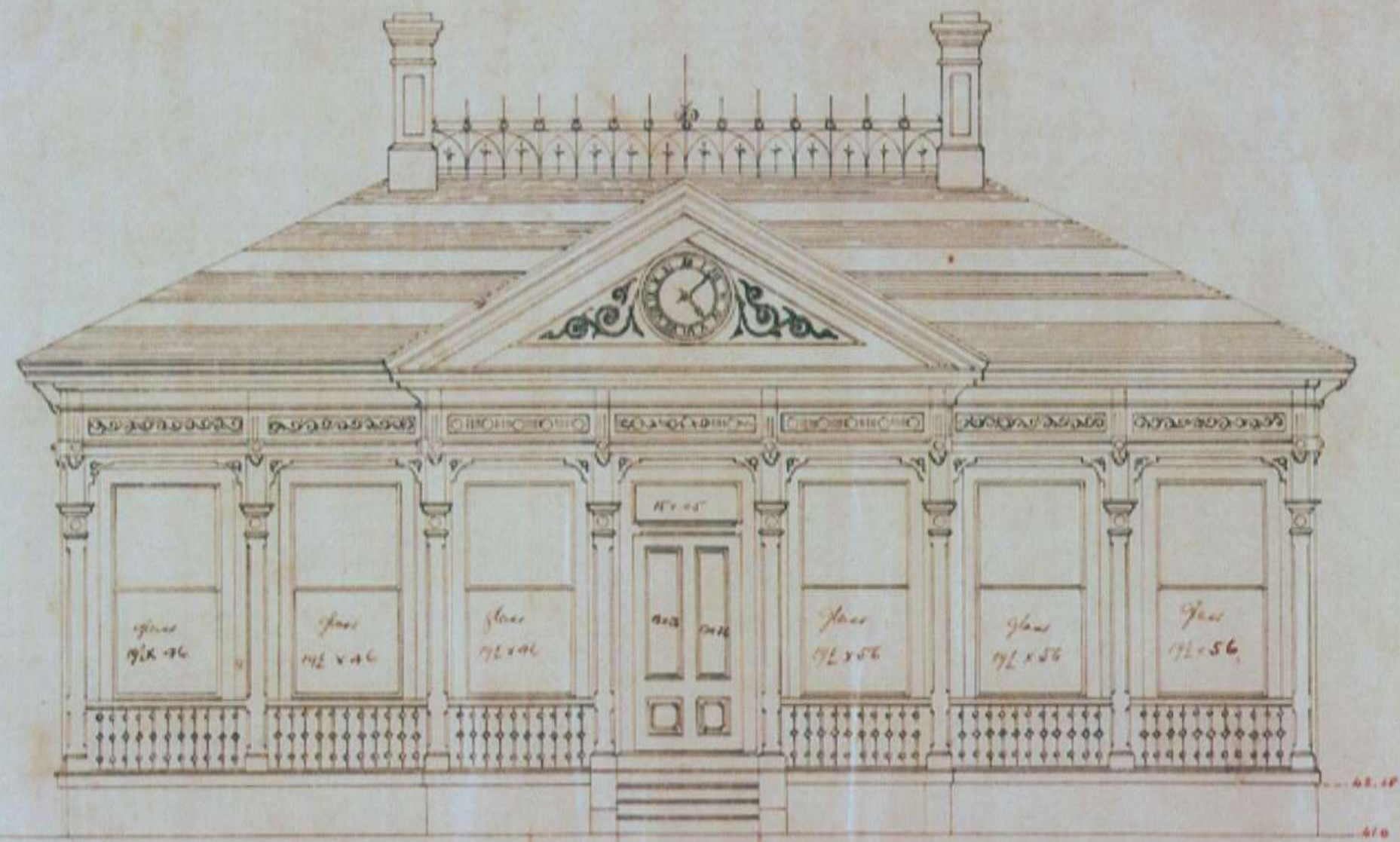


Mount Auburn Cemetery Reception House, 583 Mt. Auburn St. (1869, N.J. Bradley, architect)



Mount Auburn Memorials (W.C. Caniff & Sons)

MOUNT AUBURN.













BOSTON
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HIC# 2000a2





Charles Hancock House, 46 Pleasant Street (1874)



Women's Educational Center Inc./Joseph DiLazzaro, Opus Master Builders



CHC photo, 2010











Clark-Cutter House, 142 Prospect Street (1844)



Islamic Society of Boston



1969



2017











Joseph Miller House, 18 Rindge Avenue (1891)



Judith E. Levin









Special Recognition:

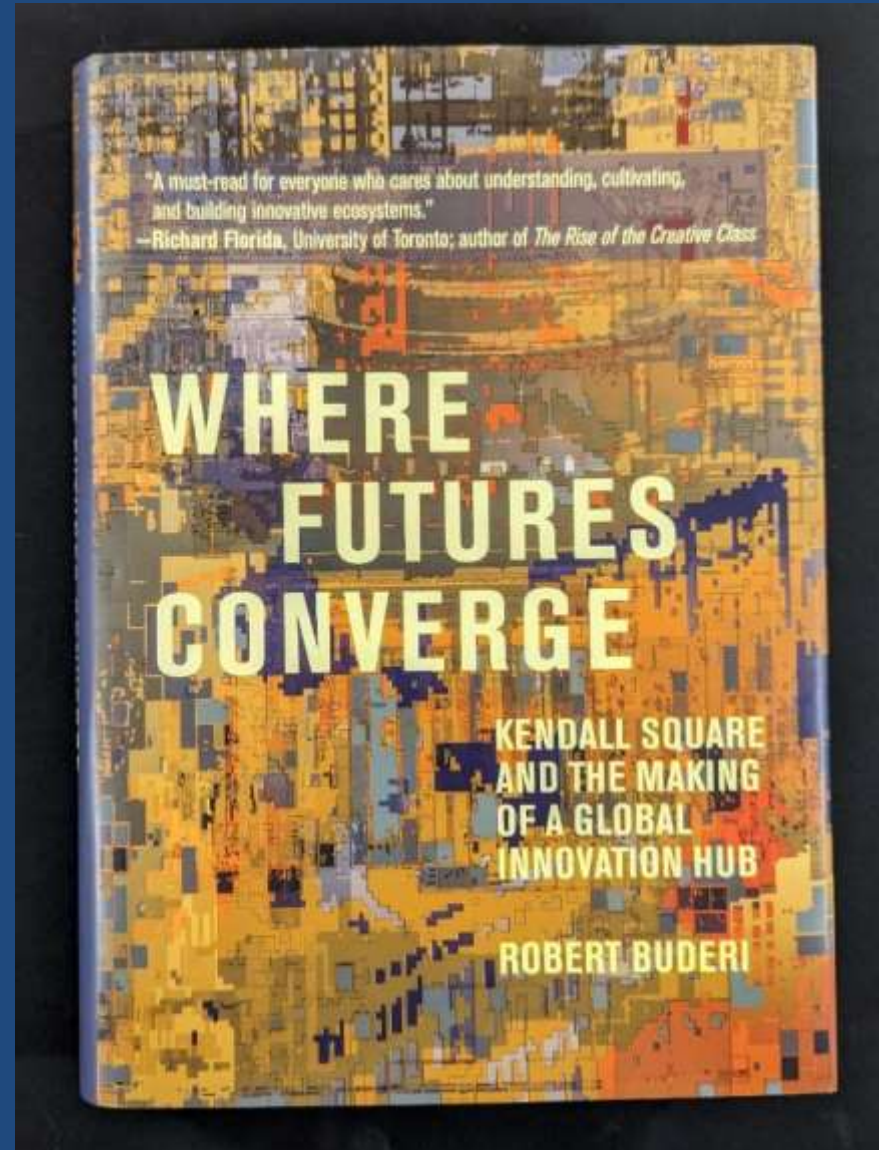
Books About Cambridge

(researched at the
Cambridge Historical Commission!)

Robert Buderer

Where Futures Converge: Kendall Square and the Making of a Global Innovation Hub

The MIT Press, 2022



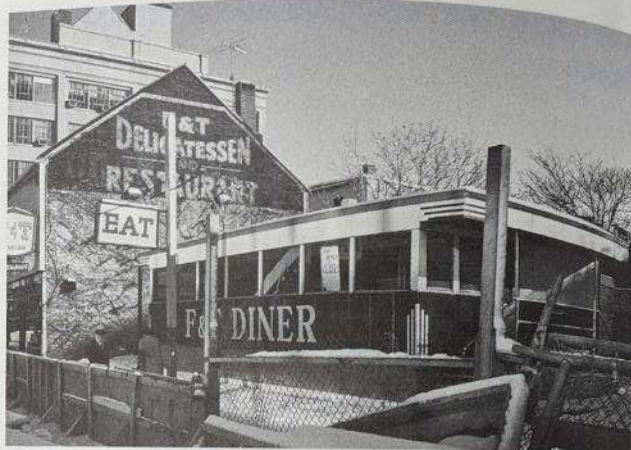


Figure 11 Restaurant with diner next door, circa 1986.
Source: Cambridge Historical Commission.

bologna—and whoever needed something could grab a bite and pay later, or not at all. “My father said you never refuse anyone,” Marvin recalled.² The F&T also issued weekly meal tickets so that customers wouldn’t need cash each time they came in.

At first, the F&T was frequented mostly by local workers and some families. Over time, it also became a destination spot for MIT students and faculty. Charlie Cooney, later a professor and a cofounder of Genzyme, discovered the F&T in his student days in the late 1960s. “There was a time that was the only place outside a MIT cafeteria you could go,” he says with a smile. “They had the best pork and beans. They were open hours that were conducive to the life of a student, and they had pricing that was conducive to a student.”³

Rainer “Rai” Weiss started going there in the 1950s. He would walk the few blocks from MIT’s building 20 near the corner of Main and Vassar, where he worked as an electronics technician in the lab of Jerrold Zacharias, who later became his faculty mentor. An electroplating company sat across the street—with a pickle factory and candy maker along Main as well. The Lever Brothers plant, where animals were rendered to make soap, was only a few blocks away. If the breeze came from that direction, he says, the smell “was disgusting.”⁴

Inside the restaurant, a bar sat on the right and a big round table on the left. Then came some smaller, rectangular tables and a few booths toward the back where drinkers could hunker down. You could get pastrami sandwiches and other deli fare or a full meal. “The waitresses were salty,” recalls Weiss. “They slung stuff on the table. But they would leave you alone.”

Weiss and many of the MIT crowd loved the one round table where five or six people could squeeze in. After he became a professor, he brought visitors and students there regularly. The tables had paper place mats and people would write or draw on the backs. “Scientists love to write stuff down,” he says. If you filled up a mat, “you could go to the bar and get a few more of them. A lot of ideas came up in that place.”

One regular at the F&T was Jerome Lettvin, an MIT cognitive scientist known for his groundbreaking experiments in how frogs see. Weiss says his colleague developed some of his most important ideas at the F&T.⁵ Lettvin, who died in 2011, wrote a poem about the restaurant that he recited at a 2003 commemoration. John Mather partially fleshed out the idea for the Cosmic Background Explorer (COBE) satellite at the restaurant. “I was visiting Rai Weiss in 1974 specifically to have that conversation about COBE,” he recalls. “NASA had just announced the opportunity to send proposals, and I knew Rai would be interested.” Mather shared the 2006 physics Nobel for this work.⁶ Weiss himself advanced some ideas about the antenna for the Laser Interferometer Gravitational-Wave Observatory (LIGO) at the F&T’s round table. LIGO led to the first detection of gravitational waves and earned him a share of the 2017 Nobel Prize in Physics.⁷ “I think I started thinking about it at the F&T,” he relates.

The list of notables who visited the restaurant included politicians like Tip O’Neil and diplomats such as Caroline Kennedy. Marvin Fox says he knew every MIT president who served during the years the diner was open. Another regular was biologist and New York native David Baltimore. “As a Jewish boy, delicatessen food was an important ethnic part of my life. So when I came to MIT in 1960, I was overjoyed to see a delicatessen around the corner,” he relates.⁸ Baltimore came into the F&T shortly after winning the Nobel Prize in 1975, Marvin Fox once recalled. “I said, ‘Congratulations Dr. Baltimore!’ He said, ‘Marvin, my friends still call me David.’”

The 1970s proved tough, Fox remembered. That was after NASA curtailed plans to develop its electronics center and before Kendall Square’s revitalization the following decade. Once construction picked up in the 1980s, the diner was rediscovered by workmen, and experienced boom times at lunch. “That was our business—a beer and a sandwich. We had some of our best years,” Fox related.⁹

The F&T closed on Thanksgiving Day in 1986. Some fifteen years later, thanks to an effort organized by Rai Weiss, a historical marker was placed at the site. A small ceremony was held, followed two years later by another one where Lettvin read his poem.

But that was not necessarily the end of the F&T. While advancing his real estate development career, former city councilor David Clem took up an unusual hobby: collecting diners and their memorabilia. After the F&T closed, he secured all the booths from the restaurant, as well as the facade and its signage, and more than two-hundred old menus, signs, posters, and other paraphernalia. He donated two booths to the MIT Museum, but stored the rest. In 2021, his son Chet, also taken by its story, was hunting for a way to somehow resurrect the F&T. Those efforts were progressing but hit a roadblock with the COVID crisis. Perhaps one day the F&T will be back.



Figure 41 Katie Rae standing in The Engine's workshop, where science and tech startups receive access to specialized equipment.
Source: Tony Luong.

a tough tech company out in Woburn because you need warehouse space, you've got a place to come have your meetings in Cambridge," Rae explains. "We want people to feel like, 'Okay, this is my home too,' even part time. I think everyone has to think about doing that—inviting people who can't afford the rents in Kendall Square into that collision path, because it's so key." If anything, that desire and need for interaction became more apparent during the COVID pandemic, she says. "People love to be together. They love those collisions, you know? There's been a clamor for more, not less, and we want to facilitate that."

Getting back to the need for Kendall Square to be balanced in the type of companies it hosts, Rae says the square is actually doing all right. It just needs to be better, and The Engine plans to help. "I think the cool thing about Kendall is it's still diverse, and it's going to get more diverse in terms of types of companies there," she says. "One of the reasons we are building The Engine's long-term home there is that it brings all kinds of startups—some of it biology, some of it chemistry, some of it quantum, all kinds of different nascent industries essentially—into the heart of Kendall Square, which will allow that kind of community to also grow up there."

When I met with E. O. Wilson to kick off this book, one big theme we talked about was evolution. A thriving ecosystem, just like a thriving person, isn't static; it keeps evolving

and growing, spawning novel species, adapting to changing conditions. One of the key ways that happens in innovation ecosystems is the convergence of different technologies or scientific disciplines to inspire ideas and innovations, and sometimes new fields.

A number of people are already working on the next technological iteration of Kendall Square. It seems clear that the dominant current threads, in computing, machine learning, and especially in biotechnology, are not going away in the foreseeable future. In biotech alone, emerging tools like CRISPR gene editing, as well as "older" innovations like genomics, RNA interference, and gene therapy, are just beginning to make their marks. To all appearances, their future is very bright.

But . . . well, you never know. The experts thought that about Polaroid and Lotus, too. Visionaries foresaw an amazing future for AI Alley but largely missed the ascendance—and just about totally missed the transcendence—of biotechnology.

Similarly, potentially powerful forces of change are at work today. When talking to people about new fields of growth that might power not just Kendall Square, but the entire region, two major lines of thought come through. Both involve convergence. Atop many people's list is the convergence of artificial intelligence, healthcare, and biology.

This convergence has been underway for a number of years. Every biotech and pharma company employs a mashup of computing power and data science along with its biology. The Broad Institute, with its powerful genomics platform, utilizes a lot of machine learning and AI. GNS Healthcare, a Kendall Square startup that recently moved a half-mile away to Somerville, uses its "causal AI technology" to figure out which patients respond to a given drug and why—as well as to discover new drug targets for specific patient populations. A host of startups these days champion their use of AI, with wide variance in how they employ it. In short, there are many flavors of AI and myriad ways to bring it to bear on health care. These run from analyzing medical images with unprecedented accuracy to diagnosing disease to finding drug compounds. "The convergence of molecular patient data, computing, and bleeding edge AI mathematics will do more to transform our understanding of complex diseases such as cancer, neurodegeneration, and immune system diseases and our ability to discover and develop drugs and better match them to patients in the real world than any other innovation," says GNS Healthcare cofounder and CEO Colin Hill. "This is the key that unlocks a new age of predictive biology that will change the way we discover, develop, and use new and existing medicines."²

One manifestation of this trend can be seen in Takeda's Data Sciences Institute.³ The institute is based near Central Square, but its 250 statisticians, programmers, real-world data experts, digital tools specialists, and others are spread all over—including Kendall Square and other sites around the world.

The ultimate goal is to analyze and crunch data to design better drug trials and help improve patient outcomes, explains Anne Heatherington, the senior vice president who heads the institute. Her group does this in a number of ways that don't involve AI, such as employing digital tools to gather patient data remotely, as well as traditional

William M. Deen

Minuteman Railroad: Boston & Maine's Lexington Branch

Friends of Bedford Depot Park, 2022

MINUTEMAN RAILROAD
Boston & Maine's Lexington Branch



William M. Deen



Three modes of transportation are evident in this ca. 1920 view of the Lexington Branch's crossing of Massachusetts Avenue in North Cambridge, looking northwest. The B&M depot is at left center and the interlocking tower that controlled the junction with the Central Mass. is the two-story white building in the left distance. The autos had Mass. Ave. to themselves for a moment, but Boston Elevated Railway trolleys would have been along soon on the pair of streetcar tracks. The small building across the street, just left of center and behind a raised crossing gate, sheltered a watchman who cranked down the gates when trains approached. The large wooden building with cupolas, behind the depot and used car lot, belonged to a coal dealership. Sydney F. Towle collection, B&MRRHS

because the trolleys, although faster than horsecars, could not match the speed of trains.

The most serious, and ultimately fatal, threat to the Lexington Branch was the private automobile. The rapid increase in auto ownership after World War I was accompanied by road paving programs. Of course, the family car made travel times more flexible and opened up residential opportunities farther from train stations or trolley stops.

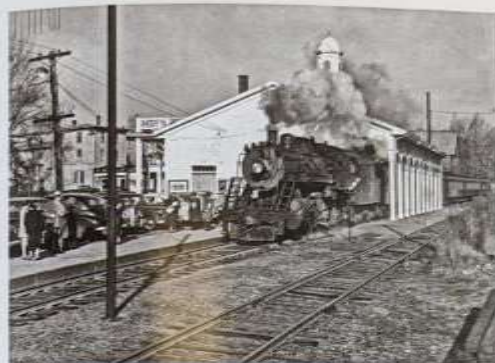
A major round of passenger service cuts on the Branch came in 1926, when the number of daily round trips from Arlington, Lexington, and Bedford was reduced to five, the number from Lowell via Billerica was cut to one, and service to Concord was discontinued. The trackage from Concord to Reformatory was abandoned in 1927, while that between Bedford and Concord was retained for

freight service. Starting in 1933, the line from Bedford to North Billerica also became freight-only. Thereafter, all passenger trains on the Branch originated or terminated in Bedford.

Street railways also were losing favor. The Middlesex & Boston Street Railway, successor (since 1912) to the Lexington & Boston, discontinued its trolley service on the L&B routes in 1924, substituting buses.

Major Boston & Maine Projects

North Billerica gained system-wide importance in 1914, when the B&M opened its principal locomotive and car repair facility there. It was located between the Lowell main line and Lexington Branch, southeast of the North Billerica station. The triangular arrangement of main line,



LEFT Train 3212 to Boston, the Patriot, slowing for its 8 a.m. stop at Lexington, ca. 1960. The class K-7 2-8-0 seems to have interested few of those waiting to board. Alan Thomas, R. Richard Conard collection

RIGHT Class K-7 2-8-0 2386 on train 3215 to Bedford, the Paul Revere, was leaving Lake Street at about 5:30 p.m. on June 10, 1947. The station is to the right of the last car. The Arlington Center stop was less than a mile away. Albert G. Hale, WTC



Branch, and Billerica Shops trackage formed a wye, within which were numerous buildings and miles of storage and repair tracks. The site was chosen in part because of the access to it provided by the Branch. The Shops became, in effect, one of the Branch's major freight customers.

As already mentioned, in 1927 the Boston end of the Lexington Branch was moved back to where it originally connected with the Fitchburg main line. The second track to Lexington was taken out

of service then. Also rerouted to the Fitchburg in 1927 was the Boston end of the Central Mass. It then joined the Lexington Branch at Fess, a few hundred feet west of the mainline connection. The trackage from North Cambridge to Somerville Junction that the two branches had been sharing since 1881 became part of a freight-only cutoff to Boston.

Those changes were part of a major revamping of the Boston Terminal in the late 1920s. Included



Mogul 1429 was stopped at Fera on May 20, 1939, in this view northwest from the Alewife Brook Parkway overpass. In the right foreground, a trainman was phoning the dispatcher for clearance to enter the main line. The shack in the left foreground is the Fera "station." Decades later, the Alewife subway stop would be built where an Amazon bulk distribution facility can be seen at top right. Why the freight was inbound at Fera is a puzzle; by the 1930s the BB local normally operated in the opposite direction. Albert G. Hale, WTC

The wartime demand for steel led to scrap reuse. The Lexington trestle, unused since at least 1925, was removed in 1942. (The Lexington freight house had been rebuilt in 1929.) Also retired in 1942, and removed by the B&M as "scrap steel for war effort," were the unused portions of several bridges on the Branch. Included were those over Alewife Brook on the Arlington-Cambridge line; Grove, Brattle, and Forest Streets in Arlington; Sucker Brook in Arlington Heights; and Grant Street in Lexington. Most dated from grade-separation projects in 1900-04 and had not supported a second track since 1927.

The victory over Japan that ended World War II was announced in the U.S. on August 14, 1945, which became known as "V-J Day." For years, Joe Dumery and kids he knew while growing up near the Bedford yard had played in the stored coaches, frequented the engine house and section house (the "juni-juni house"), and fished off the railroad bridges over Elm Brook and the Shawobeen River. "It was like being Huckleberry Finn living near the

railroad," he said. The kids celebrated the arrival of peace this way:

Fred [Haley, the engine watchman] got the word around—possibly by way of the fellows who worked down at the pun-pun house—that as soon as President Truman announced officially that V-J Day was upon us . . . Fred [would] back an engine out and we could come down and ring the bell and blow the whistle and shovel coal all we wanted . . .

Fred had backed it out and set it all up with chains. By the time we got down there, there was nothing to be moved. Here's this engine backed out. Up in the cab we went . . . Every once in a while, Fred would say, "Do you want to shovel some coal?" We blew that whistle until our ears rang, loudly.

Finally, when we had enough of it, we took off and headed for Bedford Center, where there was an impromptu celebration up around the Common . . . They had two of the fire engines out. They were driving us kids down Grant



Class R-1 4-B-2 4115 (Baldwin, 1941) was leading freight 2843 (Boston to Mechanicsville, N.Y.) on the Fitchburg main line on June 15, 1942. The view is east from the Alewife Brook Parkway overpass, in the left foreground is the connection between the Central Mass. and Lexington Branches. The tracks in the center foreground led to the West Cambridge freight yard. The New England Brick Co. is on the far left and the west leg of the wye connection to the Waterbury Branch is on the far right. Albert G. Hale, WTC

Road, up Loonis Street and up South Road, blowing the siren, ringing the bell, just creating a ruckus! The war was over! It was a great thing to live through, it really was.³²

A Tale of Two Railroads

It might be hard to distinguish a 1910 photo taken on the southern part of the Lexington Branch from one made somewhere on a B&M main line. Both images would show neatly maintained double track and, if near block limits, identical semaphore signals. Any passenger trains pictured also might offer few clues about the location. Branch and mainline trains alike were commonly powered by 4-4-0s and 4-6-0s, although the 4-6-2s that would displace smaller engines from intercity passenger trains began arriving in July.

Jumping ahead to 1945, the main line would

have a more substantial look. For years, the B&M had been upgrading its main routes with 112-139 pound (per yard) rail, whereas the Branch still had 72-85 pound rail lines as early as 1855. A view of the double-track main line might show rack hillside and modern color-light signals, but gone from the cinder-billasted Branch were the second track and semaphores and some encroaching vegetation would probably be seen. Although the system's principal passenger and freight lines had each undergone three generations of upgrades in motive power since 1910, two with more powerful steam locomotives and one with diesel, still working the Branch in 1945 were forty-year-old 2-6-0s.

Impressments in Lexington Branch facilities were once regularly noted in B&M annual reports, but for years the company's investments in its physical plant had gone elsewhere. Although reduced in status and starting to suffer from parental neglect, in 1945 the Branch still transported hundreds of commodities daily and served dozens of shippers.

³² Most of Joseph Dumery's recollections are in *Bedford Depot News*, Vol. 9, No. 4, 1993, pp. 4-5.

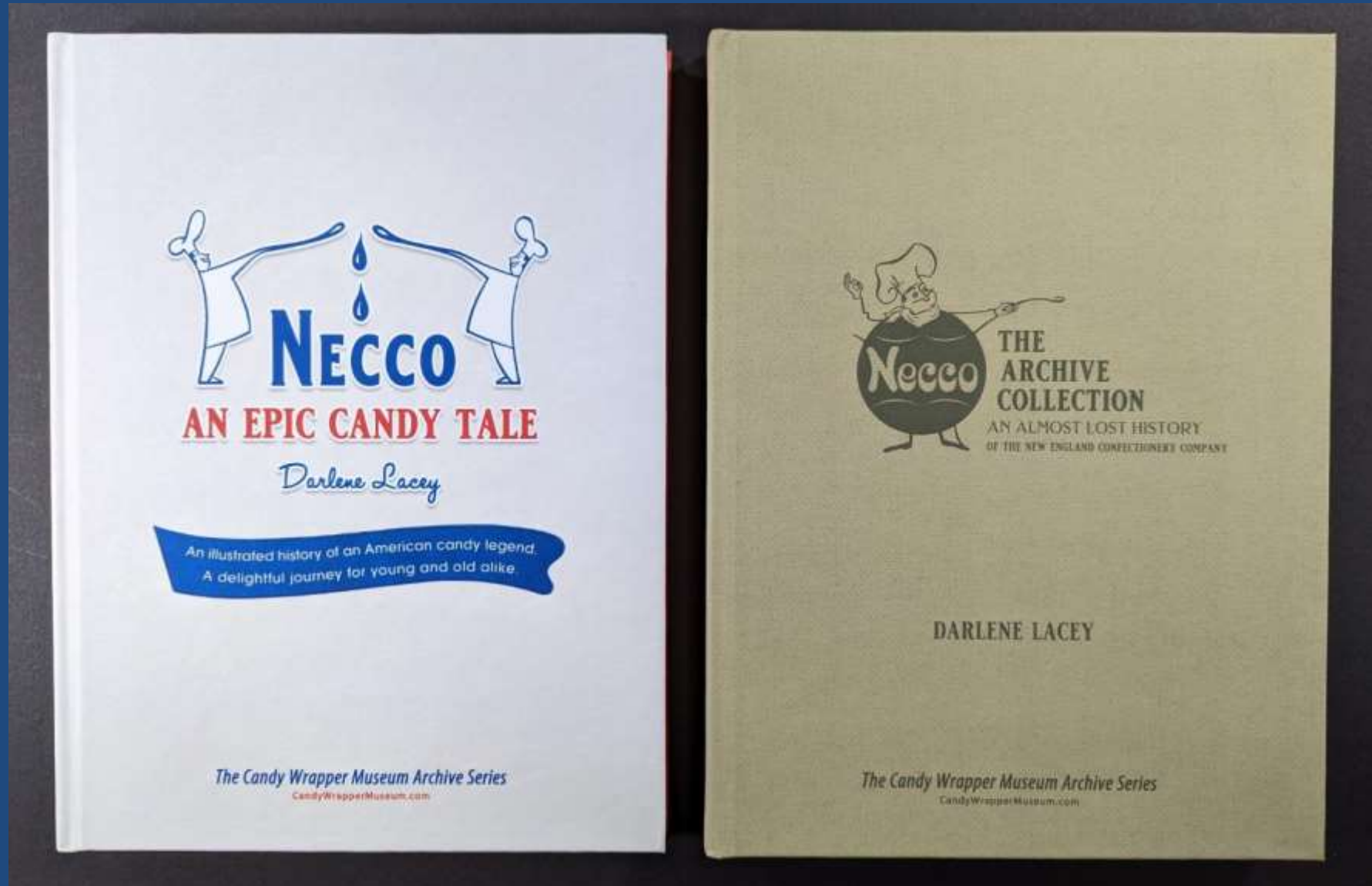


Train 729, with RDC-2 6211 leading 6203, was approaching the Route 2 overpass on the evening of April 20, 1973. The Freight Cutoff can be seen passing under Alewife Brook Parkway at the far left (beyond Yates Pond) and crossing the Lexington Branch at the far right. The Amoco bulk distribution facility in the right distance was demolished in the early 1980s to make way for the Alewife subway station. *Loring M. Lawrence*

Darlene Lacey

NECCO: An Epic Candy Tale and NECCO: The Archive Collection

Candy Wrapper Museum, 2022





Darlene Lacey



Enjoy NECCO WAFERS. Pure, wholesome. Each roll has as much quick energy value as four eggs! Overcomes fatigue in short order.



IS THE TRADE MARK OF THE NEW ENGLAND CONFECTIONERY CO.

For Freedom's Sake—Buy Bonds NOW!

1943 newspaper ads



YOU CAN HELP THE Work and Win Program AT Necco

Necco is making candy for the smallest child, at home and abroad. Please, before we start the work and win, let's start these essential war time programs and we'll work just as hard as you.

- Buy U.S. Savings Bonds
- Buy U.S. War Bonds
- Buy U.S. War Stamps
- Buy U.S. War Bonds
- Buy U.S. War Stamps
- Buy U.S. War Bonds
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- Buy U.S. War Stamps
- Buy U.S. War Bonds
- Buy U.S. War Stamps

New England Confectionery Company
100% DOMESTICALLY PRODUCED
100% DOMESTICALLY PRODUCED

Necco's ads during wartime encouraged Americans to buy war bonds and featured wartime themes such as pin-up girls. The ads also recognized the growing workforce of women by advertising Necco Wafers to them as a source of quick energy. Of course, Necco and other confectioners had long relied on skilled female factory workers, and Necco recruited even more through its "Work and Win Program."

On May 8, 1945, Germany unconditionally surrendered its military forces to the Allies, marking the end of World War II in Europe. On this date known as V-E (Victory in Europe) Day, celebrations rang out across the world and in many American cities. In New York City, an ecstatic crowd gathered in Times Square as the three-year blackout could now be lifted and the lights on Broadway could shine again. Only six of the



Two soldiers sharing a roll of Necco Wafers.



THE CANDY Everybody LIKES!



New England Confectionery Company
Tuckahoe, Massachusetts

famous Times Square electrical signs were ready to light back up, and Necco's sign for Sky Bar was one of them. More than 250,000 New Yorkers cheered as the signs came alive once more.

Imperial Japan surrendered soon after on August 14, 1945. This effectively brought the long war to an end. Necco could now reconfigure the factory back to full-time candy making and start to expand its line of offerings, which had been limited during the war. The time was right to do so, for candy was now even more in demand than ever before. With the combination of domestic purchases and production of soldiers' rations, sales of Necco Wafers had peaked during wartime and were now continuing to maintain an uptick. No longer could candy be called merely "kid stuff," "ladies' delicacies," or wartime "fighting food." Necco's ads reflected this change in the market with the 1940s advertising campaign, "The Candy that Everybody Likes!"

Still, shifting from the wartime economy to post-war required an aggressive strategy; otherwise, Necco could easily lose the momentum it had gained. In 1944 Horace Ridley launched a "revitalization program" with an ambitious goal. To mark Necco's 100th year anniversary, in just three years, the organization would far surpass any accomplishments that it had attained in its first 97 years.



The timing of this media blitz could not have been more perfect, for in October of 1996 Necco kicked off a 15-month public relations campaign to celebrate its 150th anniversary in 1997. The city of Cambridge proclaimed October 10th "Necco Day" as the company staged the "unwrapping" of the World's Largest Necco Wafer, the factory's 20 x 15-foot water tower, freshly painted to look like a colorful roll of Necco Wafers. This bold and fun update to the Cambridge skyline quickly became a local landmark.



Photo by Lucy Zinkova

Necco staged other promotions throughout the campaign, including a giant Necco Wafer cake at the big annual Chicago trade show. They also published a "Home Sweet Home for the Holidays" booklet with dessert recipes that included Necco Wafers, with distinct recipes that included Necco Wafers, Thin Mary Janes, Mighty Malts, and Haviland Thin Mints as key ingredients. Continuing with the cooking theme, they sponsored a gingerbread competition to benefit the Anthony Spinazzola Foundation for the hungry and homeless. The press coverage for this bake-off totaled 2.1 million media impressions.



The first (and largest) Necco Wafers cake served to guests at the annual trade show, McCormick Center, Chicago, - 1997
Photo by Lucy Zinkova



The company had many reasons to celebrate. Not only had Necco stayed in business for 150 years, but it had also become America's top supplier of conversation hearts, thin mints, and peanut puffer kisses. Necco Assorted Wafers ranked in the Top Ten in the non-chocolate count good category, and although it didn't take much convincing to get consumers to buy Necco's number one-selling treat, in 1996 the company tied it in with the Atkins diet that was sweeping the country by adding "Fat Free" to the wrapper.





"School Days and Conversation Candies" - 1866
Illustration from A Century of Candymaking, Louis Untermeyer, 1947.

Peter Wisbey, Curator of Collections at Genesee Country Village & Museum, discovered this rare collection of conversation candies in 1996 at an antique store in Riga, New York. Along with the mottoes he found vintage maple candies and molded jelly candies, all presumably from the 1880s.

This collection provides a rare look at 19th century mottoes and the role they played as a way to express affection, mark a special occasion, and serve as a sentimental keepsake. Through the notations on the backs of these well-preserved confections we learn that a woman named Minnie enjoyed many flirtatious moments along with sentimental days with family and friends. Through the story told by the mottoes, it appears that Minnie found her true love, and that love never waned.

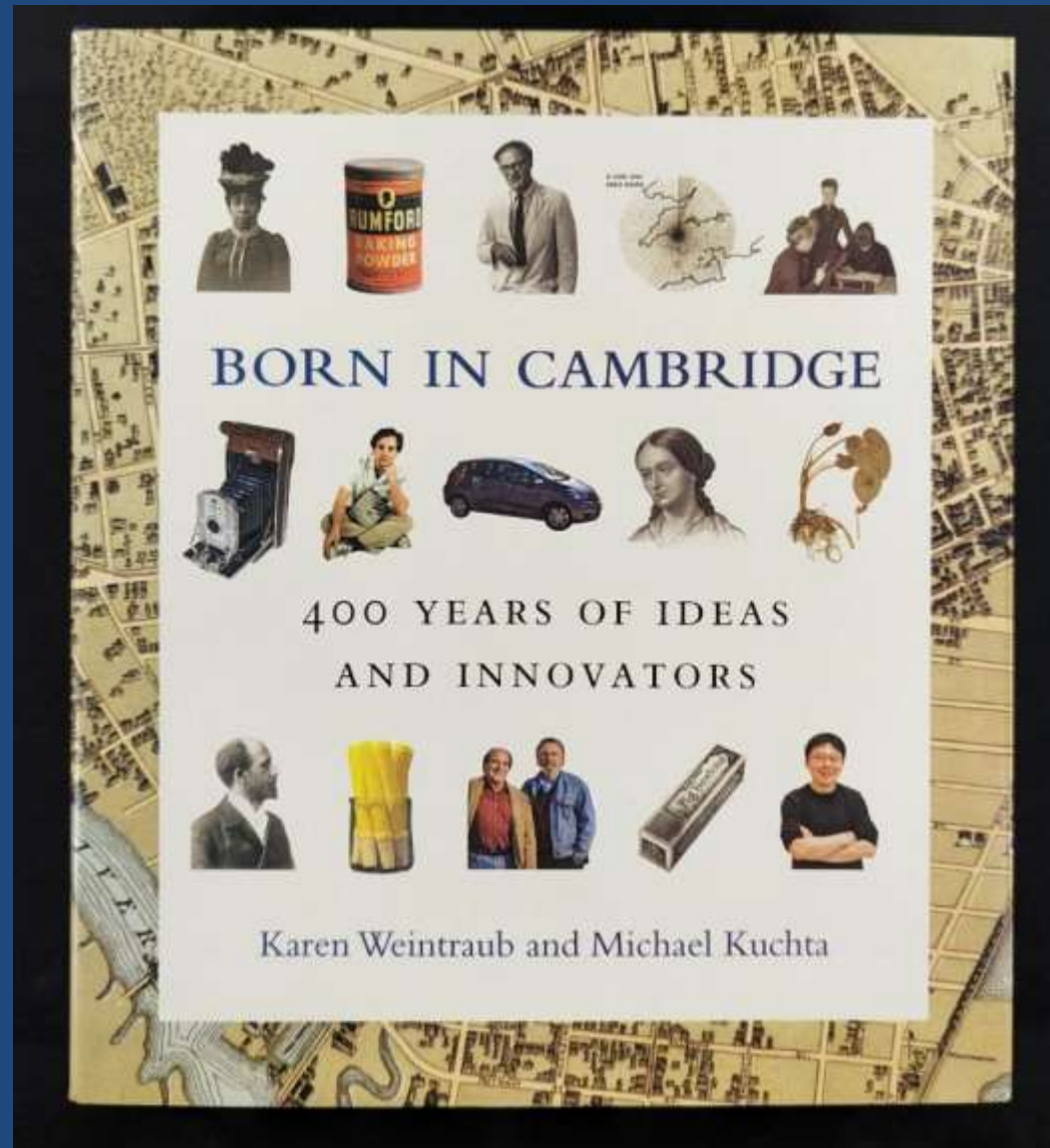


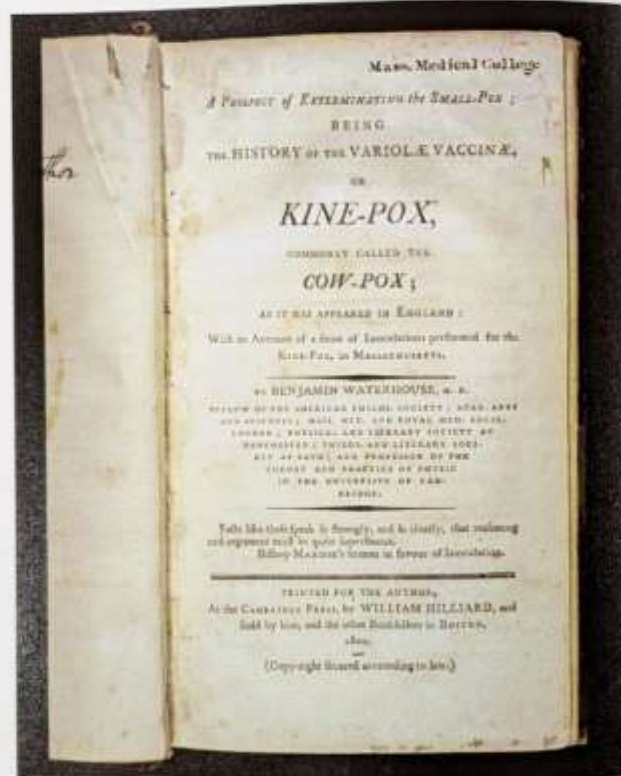
Conversation hearts and lozenges dated 1880 through 1885. (shown actual size)
Collections of Genesee Country Village & Museum, Mumfords, NY - www.gcv.org
Photography by Devin Gray Hall.

Karen Weintraub and Michael Kuchta

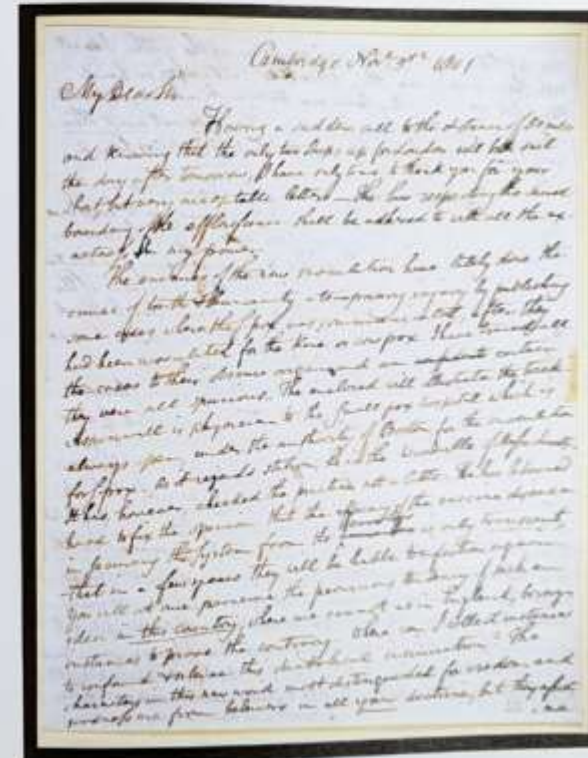
Born in Cambridge: 400 Years of Ideas and Innovators

The MIT Press, 2022





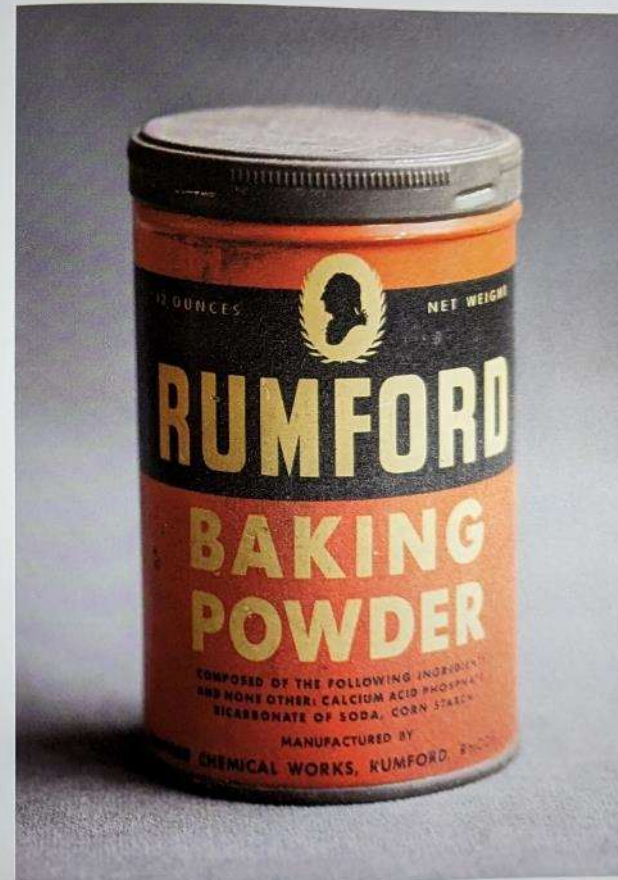
Title page of Benjamin Waterhouse, *A Prospect of Extirminating the Small-Pox, or, Being the History of the Variolæ Vaccinæ or Kine-Pox, Commonly Called the Cow-Pox; as it has Appeared in England: With an Account of a Series of Inoculations Performed for the Kine-Pox, in Massachusetts* (Cambridge: Cambridge Press, 1800). Source: Courtesy, Center for the History of Medicine, Harvard Medical School.



Letter from Benjamin Waterhouse to Thomas Jefferson, November 3, 1801. Source: Courtesy, Center for the History of Medicine, Harvard Medical School.



Portrait of Professor Eben Horsford. Source: Attribution 4.0 International (CC BY 4.0), Wellcome Collection.



Rumford Baking Powder tin. Source: Photo by the authors.

Prof. Eben Horsford and the invention of baking powder, ca. 1850



The window of the *Car Talk* production offices in Harvard Square, jokingly labeled as the fictional law offices of Dowe, Christian & Howe, 2015. Source: Photos by the authors.

industry—and everyone in it—was. They were all laughing hysterically by the end, Berman says. There was a pause as they caught their breaths. The sign painter, who they'd forgotten was there, then gingerly stepped down off his chair, looked at them, and said, "You know, my brother was in the insurance industry." The three fell silent, convinced that they had terribly insulted the man they were relying on to make their sign. "He screwed everyone!" the man said, using a different word for "screwed." The laughter came even louder than before. "It was a great moment," Berman says. And the sign painter must have done a good job—"because it lasted all these years."

The City of Cambridge's Historical Commission secured an agreement with the company that redeveloped the building in 2019 to keep the sign in place in perpetuity, Berman says. "So if you ever see it go away, get in touch with me. I have the paperwork!"

After a lengthy battle with Alzheimer's disease, Tom died in 2014 at the age of seventy-seven. Ray and Berman have kept the show alive with reruns and short updates, and as of 2020 Ray continued to write the weekly newspaper column.

Asked what he thinks of as the essence of the Magliozzi brothers, Berman talks about a thank-you letter the show received from a listener. The author's father had



Ray (left) and Tom Magliozzi of *Car Talk* in the Good News Garage, the car repair shop in Cambridge run by Ray. Source: Richard Howard, used with permission.



Inside Cambridge City Hall as couples wait in line to complete applications for marriage licenses, May 17, 2004. White bunting on the main rails added to a celebratory atmosphere. Source: © 2004 Marilyn Humphries.

all hands on deck for city workers, who showed up in droves to help move the process along smoothly.”

Eshghi says that the climate that had developed in Massachusetts around marriage equality had left her feeling guarded. The whole previous year “was people arguing about the validity of our relationships, the validity of our family, what will happen to our children. There were a lot of negative and frankly insulting aspects of the debate.” For Eshghi, the way Cambridge treated couples transformed the climate from a political battle into a celebration. “They really flipped the script that night,” Eshghi says. “They made every couple feel special. That’s how you’re supposed to feel when you’re getting married. We’d never experienced that before.”

In 2001, GLAD, a Boston-based human rights advocacy group, had filed a legal case in Massachusetts, *Goodridge v. Department of Public Health*, on behalf of seven same-sex couples seeking the legal right to marry.¹⁶ In November 2003, the Supreme Judicial Court of Massachusetts determined that the Massachusetts constitution did not allow the state to deny the benefits of marriage to couples of the same gender. Margaret H.



Local officials (including Mayor James Barrios, clapping, and city council member Dennis Simmons, facing the camera) join in the celebrations at Cambridge City Hall, May 16 and 17, 2004. The event included speeches, music, wedding cake, and champagne. Source: © 2004 Marilyn Humphries.

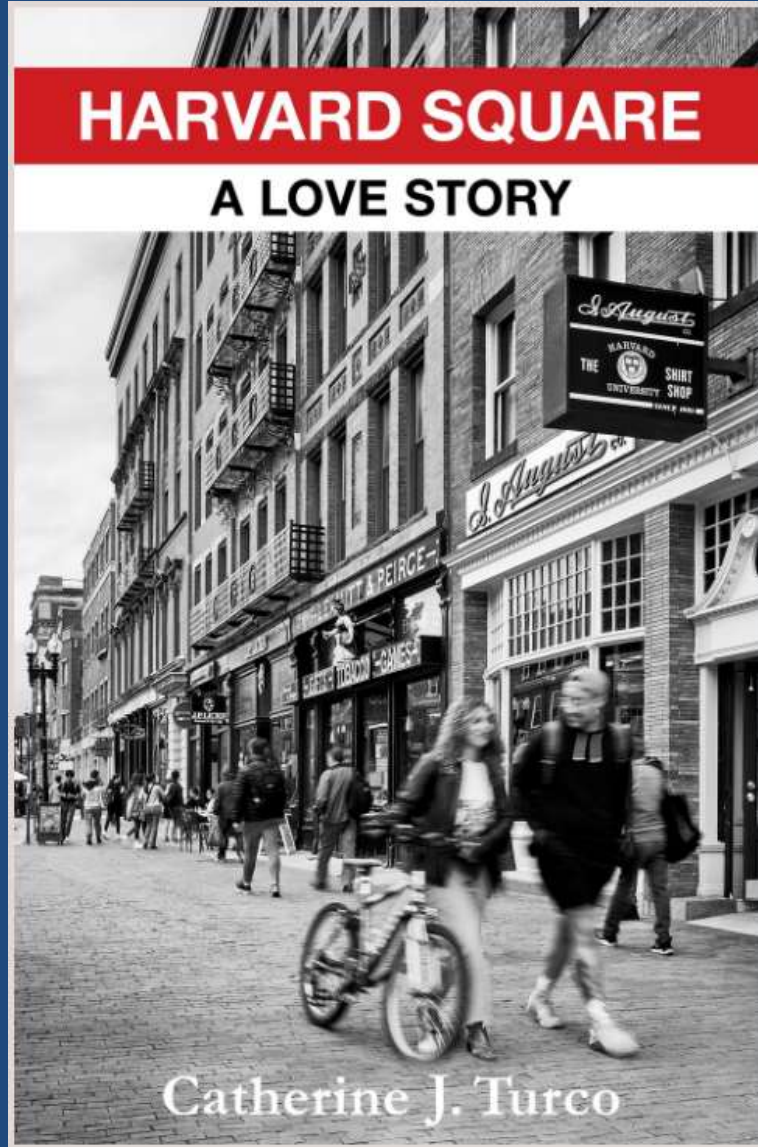
Marshall, chief justice of the Massachusetts court, penned the majority opinion in the case. She wrote:

Marriage is a vital social institution. The exclusive commitment of two individuals to each other nurtures love and mutual support; it brings stability to our society. For those who choose to marry, and for their children, marriage provides an abundance of legal, financial, and social benefits. In return it imposes weighty legal, financial, and social obligations. The question before us is whether, consistent with the Massachusetts Constitution, the Commonwealth may deny the protections, benefits, and obligations conferred by civil marriage to two individuals of the same sex who wish to marry. We conclude that it may not. The Massachusetts Constitution affirms the dignity and equality of all individuals. It forbids the creation of second-class citizens.¹⁷

Catherine J. Turco

Harvard Square: A Love Story

Columbia University Press, 2023



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Out of Town News kiosk, 1985. Courtesy of Cambridge Historical Commission.

PROLOGUE

Sacred Sundays

The fence along Cambridge Common was broken in one spot. That became our spot. Every Sunday morning, my father and I would pull up alongside those two downed wooden rails, leave the old Chevy Malibu behind, and make the rest of our pilgrimage by foot. During the Revolutionary War, Minutemen had encamped on the Common's lush green expanse, and in the late 1960s thousands of antiwar protestors demonstrated there. To us it was just a convenient passageway. Each week, we would step over the busted beams and onto the path that led to Harvard Square.

To be clear, this was no mere stroll. My father reserved the walk through Cambridge Common and up Massachusetts Avenue for serious discussion. By my teens, this meant politics and current events. In 1985 when I was seven years old, it meant drills.

"Massachusetts," he'd start off, easing into things with our home state.

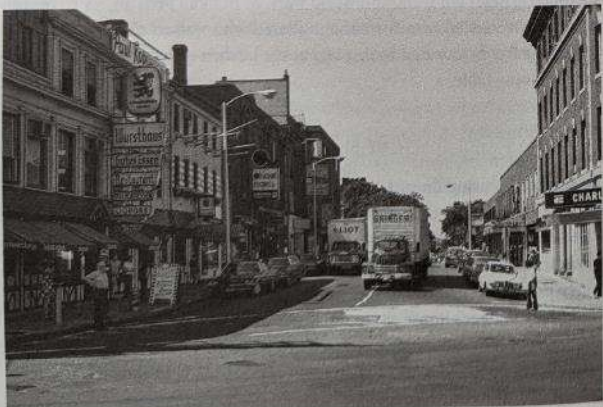
"Boston," I'd reply.

"California," he'd continue, as we skirted around some of First Parish's first arrivals and crossed Church Street.

"Sacramento," I'd respond while glancing down the street to an alternate house of devotion, the Harvard Square Theater. I liked how its new pink and teal mural looked three-dimensional. In a few years, when the artist expanded the piece, Charlie Chaplin would tip his hat at us as we passed by each week.

From this central point, the three streets all head off on their separate ways. Brattle curves west. Mass Ave bends east. Only JFK Street travels straight off. It makes a beeline southwest to the Charles River. On its short trip there (it reaches the Lars Anderson Memorial Bridge in less than a half a mile), the first street it crosses is Mount Auburn. There, on the corner of JFK and Mount Auburn, is where the colonists' seventeenth-century market sat, now called Winthrop Park. Let's settle into this first, short block of JFK Street for a while and make it ours—this 450-foot stretch that runs from the heart of modern Harvard Square to the location of the original village market, on route to the Charles River.

JFK Street was originally called Wood Street by the colonists from England.¹⁶ Then, for more than a century, it was Boylston Street. Its 1981 renaming in honor of the late president was the culmination of one of most intense spats in Harvard Square's messy, complicated love story, and we will get to that later in the book. For now, however, we will focus on the businesses that have lined our one block of this street during the many years before and the many years after that spat; and for the sake of simplicity, in this chapter we will refer to it as JFK Street regardless of what year we visit.



Our block of JFK Street, 1973 (when it was still named Boylston Street). Photo by Ernst Halberstadt. Boston Public Library and Digital Commonwealth.

As far as its businesses are concerned, there is nothing especially unique about our block relative to any other in the Square. We could just as easily look down a stretch of Massachusetts Avenue or a short side street like Dunster and extract similar lessons. However, some of the Square's most beloved stalwarts have sat along this stretch of JFK, and we have already met a few of them. If we dropped ourselves onto this block in the 1700s and early 1800s, we would come upon the popular early watering hole, the Blue Anchor Tavern. If we traveled forward in time a bit to, say, the late 1800s or early 1900s, we would find, near the very start of the block where Mass Ave and JFK Street intersect, the cherished Amee Brothers bookshop.¹⁷ Next door is where the respected grocer Wyeth & Co. relocated after its 1898 fire and where it stayed until closing in 1920. Along that same side of the street, the Tasty Sandwich Shop served coffee to devoted patrons from 1916 until 1997. Just across the street, the Curious George toy store operated for more than twenty years until the real estate investment trust Equity One bought its building in 2016 and set off a process that resulted in petitions, hurled snowballs, and, in a few years' time, the displacement of all the building's tenants.

So many other businesses have come and gone along this block, too. Drawing on a variety of sources including Cambridge Directories from the late nineteenth through late twentieth centuries, Maycock and Sullivan's *Building Old Cambridge*, Lotman's *Harvard Square*, and old newspaper articles and advertisements, it is possible to reconstruct which establishments we would find along this stretch of JFK Street over the past 125 years or so.¹⁸ The number and variety of businesses that have come and gone is staggering. At one time or another, establishments such as the following (and many, many others) have appeared on the scene, stayed a while, then disappeared: Anderson's Express, promising to carry your parcels safely around the world though their connections "with all principal expresses, baggage checked to steamboat wharves and stations"; a Western Union telegraph office; Universal Collection Agency, "bonded under Mass. Laws" and ready to make collections wherever needed so their customers can "have more money in the bank and less on ledger"; Cosmos Printers; University Typewriter; the Harvard Bowlaway; 20th Century System auto rentals; a multistory parking garage; Young Lee's Restaurant; Howard Johnson's Restaurant; the independent apothecary Billings & Stover; the chain pharmacy CVS; Minuteman Radio; Discount Records; Helvetia European Tours; a large, two-story American Express travel agency; the second- and third-story offices of various real estate brokers, insurance agents, lawyers, architects, and several Christian

Suzanne Blier

The Streets of Newtowne: A Story of Cambridge, MA

Imagine & Wonder Publishers, 2023



The Streets of Newtowne is the history of the first planned city in North America (Cambridge, Ma.) from its Native origins to the present day, as told from the perspective of its varied pathways, waterways, and streets. The text engages the legacy of Native life, puritan life, the American Revolution, slavery, the Civil War, as well as the city's industrial growth, new immigrant vitality, and famed universities. We witness the forces that made this important city, state, and country what it became, in eight period-specific chapters and accompanying illustrations.

Author, Suzanne Preston Blier, is a Professor at Harvard University. She lives in Harvard Square and helped found the Harvard Square Neighborhood Association.

Artist, Jim Blake, of Seattle, WA., is an alumnus of Harvard University's Graduate School of Design.



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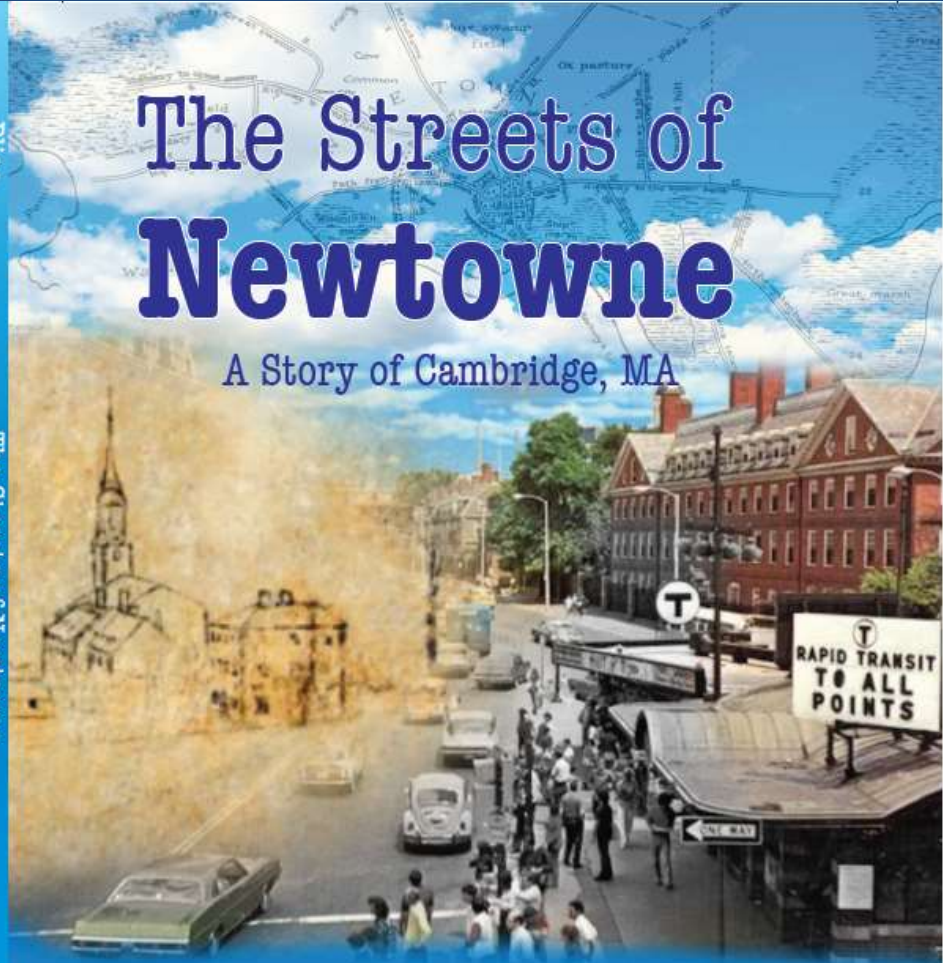


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Blier

The Streets of Newtowne



The Streets of Newtowne

A Story of Cambridge, MA

by Suzanne Preston Blier

Artwork by Jim Blake

INTRODUCTION

The Path

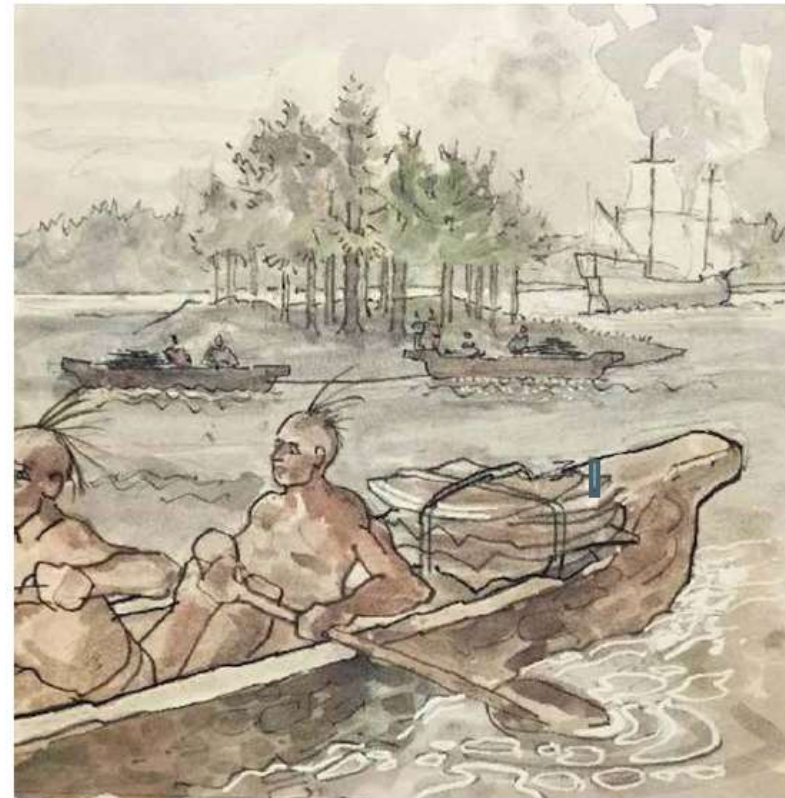


Swash, swish, gurgle. The river lapped the edge of its bank and nearby path.

Follow the path to see how one city grew and changed. It started with the paths. These tell a long and storied history. Each path came from a long family of tracks.

The path and riverways wept as disease weakened the area and trade, resulting in wars over the once abundant resources. Eventually, the death spirit took the Great Massachusetts *Sachem* (*Sac'hem*, leader) called Nanepashemet (New Moon). His widow, *Squa* (female) *Sachem*, became the next leader.

The great snaking river they called Quinobequin (bending river) felt the weight of heavy canoes that carried *pownows* and *pownusks* downstream, past the large, submerged fish traps, to the sacred offshore ocean island for medicines and ceremonies.



CHAPTER 3

Pilgrims and Puritans (1630 to 1699)

Bang, bang, bonk.

The newcomers chose high ground on the river on which to build their new capital, Newtowne, in 1630. The founder, Thomas Dudley, selected an upstream site to avoid pirates prowling the shoreline who would attack nearby homes for treasure.

Here, Dudley had found the needed fresh water for drinking, not the salt-thick river water.

The first arriving Mayflower Pilgrims, had fled the unjust English King Charles I, whose cruel laws too often benefited the wealthy elites. The Puritans who came inland about a decade later sought to create here simpler, more virtuous life.

The paths winced at hearing the new strange names for things. And renaming the Quinobequin the Charles River in honor of this king who had attacked their beliefs just seemed to be, well, weird.

The Puritans, who settled in Newtowne, wanted this to be a place where they could make a new start with a more personal religion and way of governing.

Loud noises punctured the air, and the paths shook visibly as trees from nearby forests were cut to build new homes for winter. Sharp points of the surveyor's machine pierced holes near the paths, measuring angles and distances for a new town market and square-angled streets. *"Ouch!"*

The new governor, John Winthrop, decamped to Boston to build the new capital by the harbor, leaving Newtowne on its own.



Presentation of Awards

Edith Longfellow Dana house, 113 Brattle Street (1887)



Owner: Lincoln Institute of Land Policy

Architects: Randy Kreie
DiMella Shaffer, Boston, Mass.

Construction: Steven Kelly
Timberline Construction, Canton, Mass.

Historical Consultant: Wendall Kalsow
McGinley Kalsow & Associates, Inc., Somerville, Mass.

MEP Consultant: Albert Anderson
R.W. Sullivan Engineering, Boston, Mass.

Structural Consultant: Amir Mesgar
L.A. Fuess Partners Inc., Boston, Mass.

Landscape Consultant: Naomi Cottrell
Crowley Cottrell, Boston, Mass.

Squirrelwood: Ten Buildings on Broadway, Boardman, Columbia, Market streets



Owner:

Just-A-Start Inc.
Carl Nagy-Koechlin, Executive Director
Noah Sawyer, Director of Real Estate
Elizabeth Marsh, Lauren Curry and Craig Nicholson

Architects:

Iric Rex
Davis Square Architects, Somerville, Mass.

Construction:

Steve Callahan, Jr., Chris Becker, Jessica Anthony
Callahan Construction, Bridgewater, Mass.

Engineers:

Daniel Bonardi
Daniel Bondardi Consulting Engineers, Arlington, Mass.

Imad Zrein
DeVellis, Zrein Inc., Foxborough, Mass.

Consultants:

Nicole Benjamin-Ma, Senior Preservation Planner
Vanasse Hangen Brustlin, Watertown, Mass.

Just A Start, Inc.

Dennis Lane house, 362 Broadway (1852-1917)



Owner/Developer:

Duncan MacArthur
Baker Pond LLC

Architect:

Silvana Sawaya
Silvana Sawaya Architect, Newton, Mass.

Construction:

Duncan MacArthur
MacArthur Construction Company, Cambridge, Mass.

Engineers:

Evan L. Hankin
Evan L. Hankin, P.E., Waban, Mass.

Baker Pond, LLC

Hastings-Tapley Insurance Co. building, 271 Cambridge Street (1969, 1983, 1987, Koetter-Kim Architects)



Owners: Phillip Smith
The East Cambridge Company

Architects: Jeffrey Klug, John Reed
Butz & Klug Architecture with John Reed, Boston, Mass.

Dan Perruzzi
Margulies Perruzzi, Boston, Mass.

Construction: Bob Cole and Lee Cook
Buildout Construction, Corp., Canton, Mass.

Construction Management: Brian Bishop
Building Operations, LLC, Pelham, N.H.

Glass Vendor: Century Glass, Waltham, Mass.

Edward Collins house, 152 Charles Street (1846)



Owners: Ryan Wittig, Matt Moore & Pat McKinney
Kinvarra Capital, Somerville, Mass.

Architect: Phil Sima
Balance Architects, Boston, Mass.

Construction: Paul Vergara
Pinegrove Construction, Natick, Mass.

Project Associates: Britany Caruso
Senne Residential, Boston, Mass.

152 Charles Street LLC

Tony Platt and Nancy Goodwin NCD Award



Nancy L. Goodwin
1945-2019



Anthony C. Platt
1943-1998

Livermore-Fuller house, 8 Ellery Street (1839)



Owner/Developer:

Robert Purdy

New Owners:

Thomas J. Brush, #8
Qing Liu, #8R

Architects:

Kelly Boucher
Kelly Boucher Architecture, Brookline, Mass.

Construction:

Robert Purdy
Purdy Construction Company, Somerville, Mass.

John Hancock Jr. Tenement House, 134 Hancock Street (ca.1845)



Owner: Rebecca Walsh

Architect: John Buckley
John Buckley Architecture & Design, Boston, Mass.

Construction: John Lynch
John Lynch Builder, Cambridge, Mass.

Memorial Hall (1870, Ware & Van Brunt, architects)



Owner: President and Fellows of Harvard College,
Faculty of Arts & Sciences

John Hollister, *Director of Capital Projects*
Anne-Sophie Divenyi, *Senior Capital Project Manager*
Naz Cooper, *Assistant Dean for Campus Design and Planning*
Ray Traietti, *Director, Memorial Hall/Lowell Hall Complex*

Mark Verkennis, *Senior Campus Planner*
Harvard Planning & Design

Architects: Oliver Radford
Perry & Radford Architects, Cambridge, Mass.

Construction: Carl Jay and Joe Sliney
Shawmut Design and Construction, Boston, Mass.

Alex Alpert
Gilbert and Becker Roofing, Dorchester, Mass.

Ski Wysocki
Chicago Metals, Chicago, Ill.

Historic Masonry: Dr. Judith Selwyn
Preservation Technology Associates, Chestnut Hill, Mass.

Ruel Beach house, 19 Hubbard Park (1913, Allen W. Jackson, architect)



Owners: Dave Corrsin and Betsy McIntyre

Architect: Frank Shirley
Frank Shirley Architects, Cambridge, Mass.

Construction: Jim Foscaldo and Sam Peake
F. H. Perry Builder, Hopkinton, Mass.

Engineer: Steve Goan
SJG Engineering LLC, Hookset, N.H.

Interior Designer: Amanda Reid
Mandarina Studio, Boston, Mass.

Landscape Architect: Michael Wasser
Michael Wasser Associates, Boston, Mass.

Softscape Installer: Joseph Miner
Joseph Miner Horticulture, Watertown, Mass.

William T. McDonough stores, 902-912 Mass. Ave. (1926, Saul Moffie, architect)



Property Owners:

Ronald C. Clarizia, Manager
902-912 Massachusetts Condominium Trust

Ronald C. Clariza and Marion Houde

Mark W. Williamson

Georgia Mamakos

Foster Properties Investments

Padraig O'Malley

Business Operators:

Julio Guerrero, Temple of Groom

David Barlam and Karolina Zeledon, Mass Ave Diner

Charles Marquardt, Dana Hill Liquor Mart

Michael O'Leary, Manager, Plough & Stars

Construction:

Joao Demoraes
Brazcon Construction, Medford, Mass.

Engineer:

Rene Mugnier
Mugnier Associates, Cambridge, Mass.

Ronald C. Clarizia, Manager
902-912 Massachusetts Condominium Trust

Resch Boathouse, MIT Building W8 (1965, Anderson, Beckwith & Habile, architects)



Owner: Massachusetts Institute of Technology

MIT Team: Marty Deluga, Senior Project Manager
Thayer Donham, Senior Project Manager
Randa Ghattas, Senior Project Manager, Sustainability
Todd Robinson, Senior Campus Planner

Architects: Jason Forney, Ken Guditz
Bruner/Cott Architects, Boston, Mass.

Construction: Jeffrey Peterson
Peterson Architects, Cambridge, Mass.
CJ Baker, Oneil Phatak
Shawmut Design & Construction, Boston, Mass.

Engineers: Aaron Gallagher
Nitsch Engineering, Boston, Mass.

Charlie Roberts
Childs Engineering, Bellingham, Mass.

John Swift
BuroHappold Engineering, Boston, Mass.

Code Consultant: John Buhl
Foley Buhl Roberts & Associates, Newton, Mass.
Hal Cutler
Harold R. Cutler, PE, Sudbury, Mass.

Cost Estimating: Paul Male
Faithful + Gould, Boston, Mass.

Lighting Consultant: Adam Kibbe
Collaborative Lighting, LLC, Brewster, Mass.

Specifications: Lisa Goodwin Robbins
Kalin Associates, Natick, Mass.

Green Building Radome Restoration (MIT Building W54)



Owner: Massachusetts Institute of Technology

MIT Team: Todd Robinson, Senior Campus Planner
Lachlan Patterson, Senior Project Manager, CPEC
Megan Kefalis, Assistant Program Manager, Special Projects

Architects: Carmen Menocal
Beyer Blinder Belle Architects & Planners, New York, N. Y.

Contractor: Angelo Tempesta
Barr & Barr, Inc., Natick, Mass.

Engineers: Edward Collora
EJC International, Wayne, N.J.

Ian Schmellick
Robert Silman Associates Structural Engineers, Boston, Mass.

Mount Auburn Cemetery Reception House, 583 Mt. Auburn St. (1869, N.J. Bradley, architect)



Owner:

David Sullivan
W. C. Canniff & Sons Monuments of Roslindale, Quincy & Cambridge
(Mt. Auburn Memorials, Cambridge)

Construction:

Steven DiMeo, President
Boston Cornice and Gutter, Dorchester, Mass.

Millwork:

John Moriarty
J. P. Moriarity Millwork, Somerville, Mass.

Mount Auburn Memorials

Charles Hancock House, 46 Pleasant Street (1874)



Owner: Cambridge Women's Center
Judy Norris, President
Ali Sorrels, Co-Director, Operations & Administration
Dosa Chidandali, Co-Director, Programs & Services
Marta Lee-Perriard, Co-Director, Development & Outreach

Architect: Sally DeGan and Dana Cohen
SpaceCraft Architecture, Lexington, Mass.

Construction: Joseph Dilazzaro
Opus Master Builders, Inc. Winchester, Mass.

Engineers: Brian Brown, MEP Engineer
BMJ Engineering, Haverhill, Mass.

Ray Busser, Structural Engineer
Cowen Associates, Natick, Mass.

Code Consultant: Robert Carasitti
Building, Fire and Access, Inc.

Civil/Sitework: Brian Timm
RJO'Connell & Associates, Inc., Stoneham, Mass.

Landscape Architect: Matthew Cunningham
Matthew Cunningham Landscape Design, LLC

Professional Photography: Warren Patterson
Warren Patterson Photography, Newton Upper Falls, Mass.

Women's Educational Center Inc./Joseph DiLazzaro, Opus Master Builders

William B. King Demolition Delay Award



Cambridge Historical Commissioner, 1973-2017; Chair 1986-2017

Clark-Cutter House, 142 Prospect Street (1844)



Owner: Eman Morgan, *Trustee*
Islamic Society of Boston

Architect: Peter Martin Architect
Cambridge, Mass.

Construction: Hazam Hamdan and Abdul Wahab
Alpha to Omega LLC, Everett, Mass.

Engineer: Todd Hedly
TLH Consulting Inc., Billerica, Mass.

Islamic Society of Boston

Joseph Miller House, 18 Rindge Avenue (1891)



Owner:

Judith E. Levin

Construction:

Judith E. Levin, homeowner

and

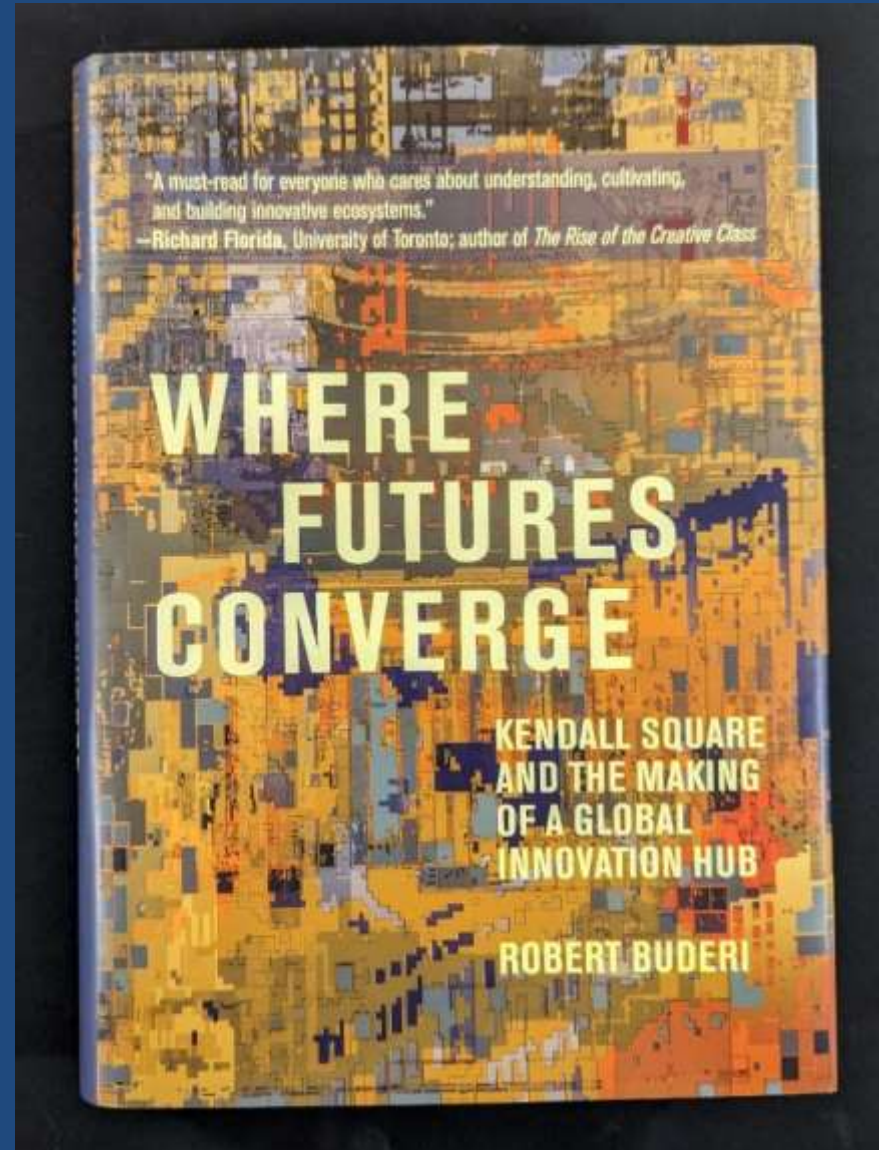
Abraham Gordillo

Gordillo Restorations, Burlington, Mass.

Robert Buderer

Where Futures Converge: Kendall Square and the Making of a Global Innovation Hub

The MIT Press, 2022



William M. Deen

Minuteman Railroad: Boston & Maine's Lexington Branch

Friends of Bedford Depot Park, 2022

MINUTEMAN RAILROAD
Boston & Maine's Lexington Branch

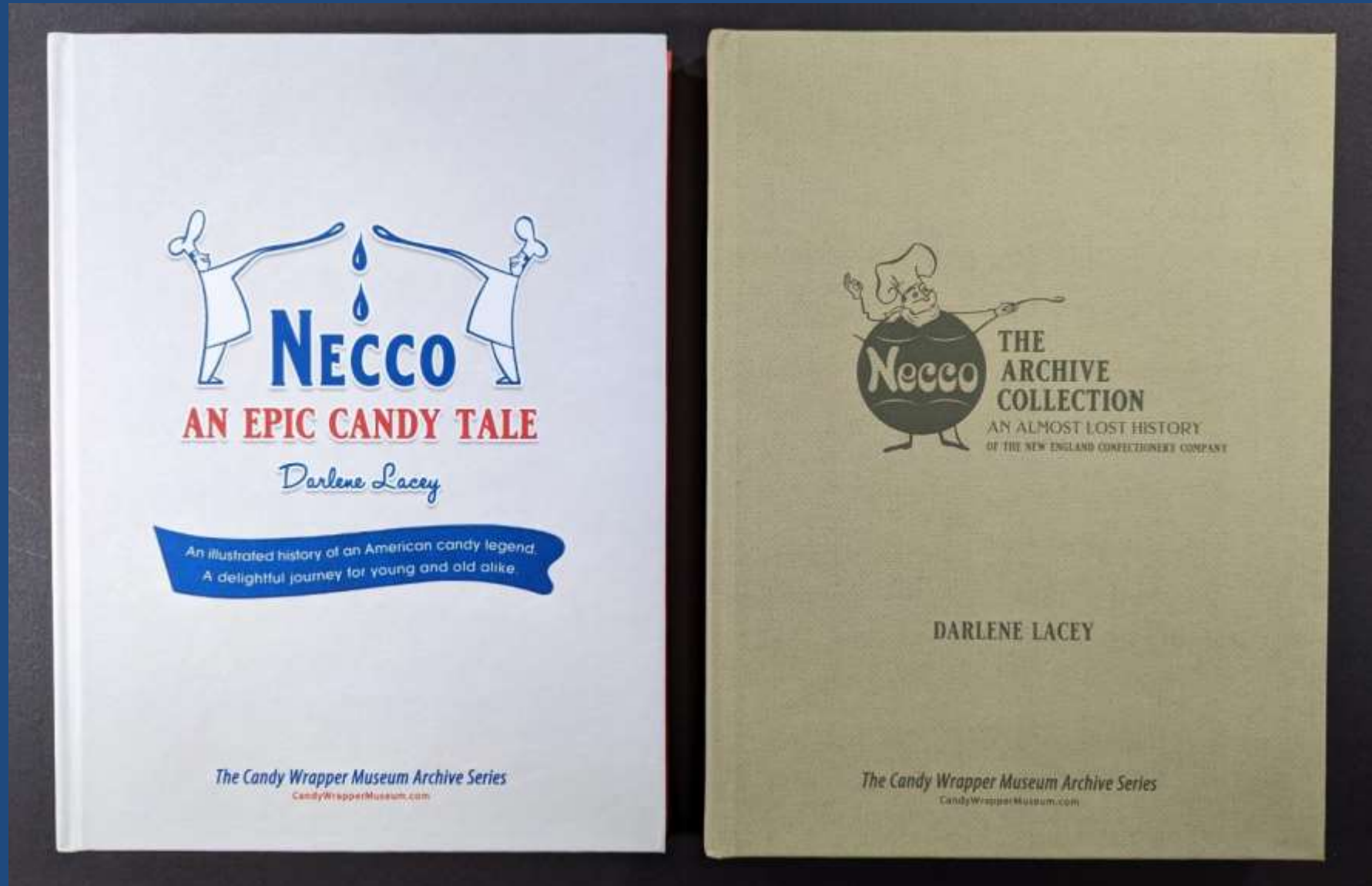


William M. Deen

Darlene Lacey

NECCO: An Epic Candy Tale and NECCO: The Archive Collection

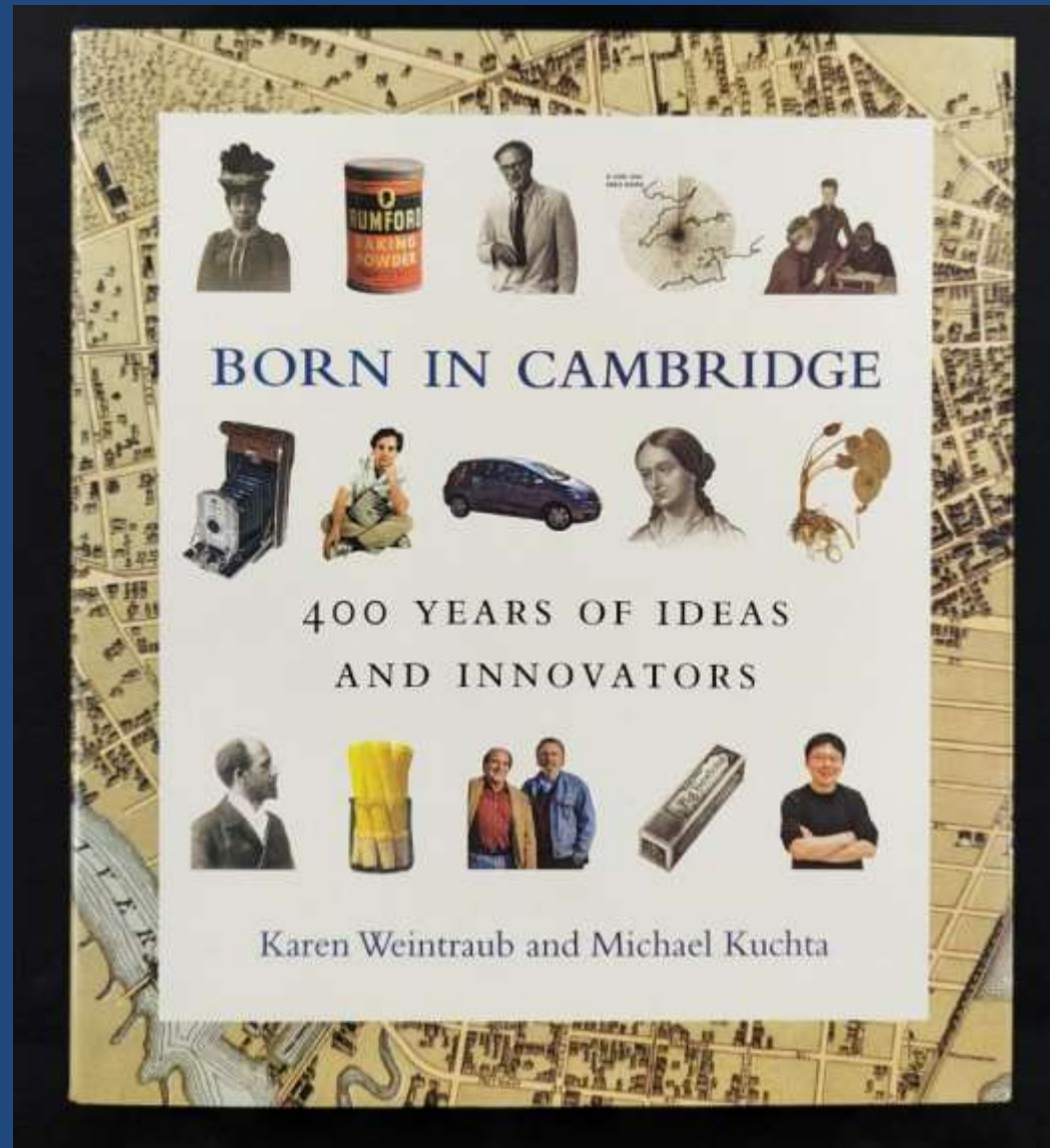
Candy Wrapper Museum, 2022



Karen Weintraub and Michael Kuchta

Born in Cambridge: 400 Years of Ideas and Innovators

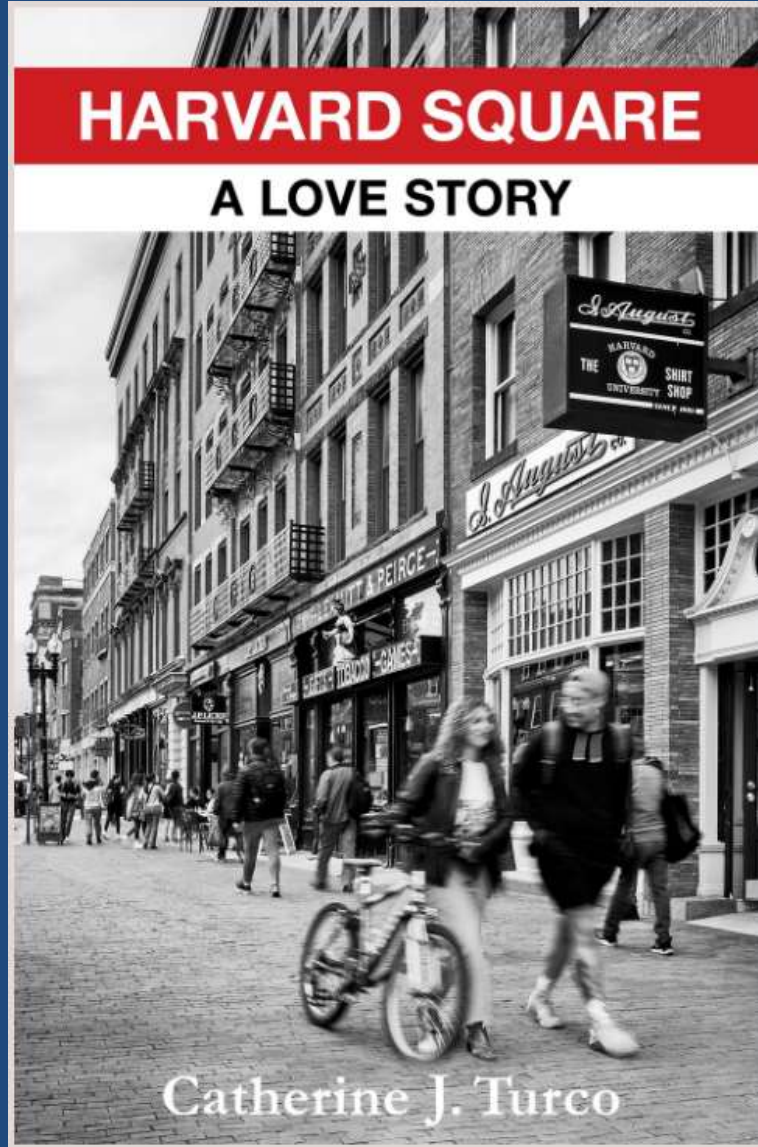
The MIT Press, 2022



Catherine J. Turco

Harvard Square: A Love Story

Columbia University Press, 2023



Suzanne Blier

The Streets of Newtowne: A Story of Cambridge, MA

Imagine & Wonder Publishers, 2023



The Streets of Newtowne is the history of the first planned city in North America (Cambridge, Ma.) from its Native origins to the present day, as told from the perspective of its varied pathways, waterways, and streets. The text engages the legacy of Native life, puritan life, the American Revolution, slavery, the Civil War, as well as the city's industrial growth, new immigrant vitality, and famed universities. We witness the forces that made this important city, state, and country what it became, in eight period-specific chapters and accompanying illustrations.

Author, Suzanne Preston Blier, is a Professor at Harvard University. She lives in Harvard Square and helped found the Harvard Square Neighborhood Association.

Artist, Jim Blake, of Seattle, WA., is an alumnus of Harvard University's Graduate School of Design.



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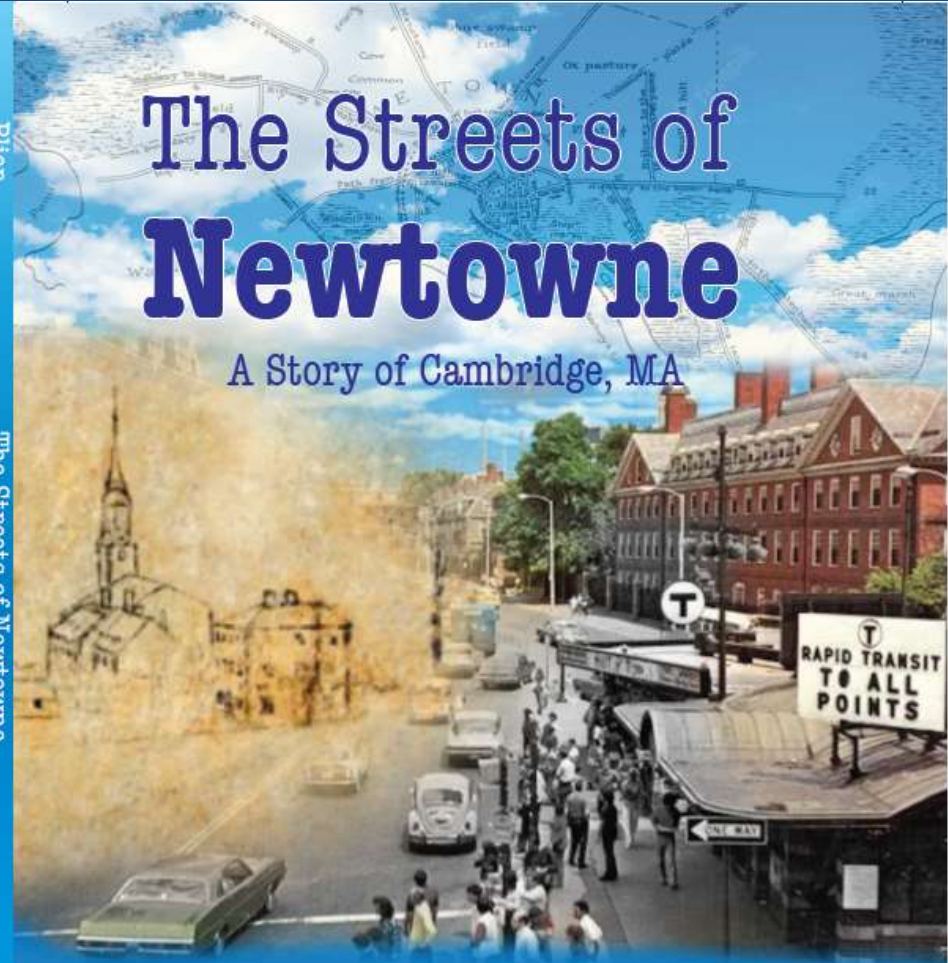


Blier

The Streets of Newtowne

The Streets of Newtowne

A Story of Cambridge, MA



by Suzanne Preston Blier

Artwork by Jim Blake

The End!!!