

United States Department of the Interior  
National Park Service

56-1451

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Moran Square Historic District

Other names/site number: \_\_\_\_\_

Name of related multiple property listing: \_\_\_\_\_

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: Summer, Lunenburg, Main, and Willow streets, Myrtle Avenue, and Sawyer Passway

City or town: Fitchburg State: MA County: Worcester

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

*Brona Surin*

Signature of certifying official/Title: SH PO

Date 11/15/17

State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau  
or Tribal Government

Moran Square Historic District  
Name of P

Worcester, MA

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register  
 determined eligible for the National Register  
 determined not eligible for the National Register  
 removed from the National Register  
 other (explain:)

*Jon Edson H. Beall*  
Signature of the Keeper

*1.4.18*  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:   
Public – Local   
Public – State   
Public – Federal

**Category of Property**

(Check only one box.)

- Building(s)   
District   
Site   
Structure   
Object

Moran Square Historic District  
Name of P

Worcester, MA

**Number of Resources within Property**

(Do not include previously listed resources in the count)

| Contributing  | Noncontributing |            |
|---------------|-----------------|------------|
| <u>32</u>     | <u>1</u>        | buildings  |
| <u>      </u> | <u>      </u>   | sites      |
| <u>7</u>      | <u>      </u>   | structures |
| <u>1</u>      | <u>      </u>   | objects    |
| <u>40</u>     | <u>1</u>        | Total      |

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

INDUSTRY/manufacturing facility  
DOMESTIC/single dwelling  
COMMERCE/business  
COMMERCE/specialty store  
GOVERNMENT/fire station  
CULTURE/monument/marker  
COMMERCE/restaurant

**Current Functions**

(Enter categories from instructions.)

INDUSTRY/manufacturing facility  
DOMESTIC/multiple dwelling  
COMMERCE/business  
COMMERCE/specialty store  
CULTURE/monument/marker  
COMMERCE/restaurant

Moran Square Historic District  
Name of P

Worcester, MA

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY/Greek Revival

LATE VICTORIAN/Romanesque

LATE VICTORIAN/Second Empire

LATE VICTORIAN/Queen Anne

LATE 19TH & 20TH CENTURY REVIVALS/Classical Revival

\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: BRICK, STONE, CONCRETE, WOOD,  
ASPHALT

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

### Summary Paragraph

The Moran Square Historic District consists of thirty-three buildings, six structures (two bridges, three retaining walls, one set of stone stairs and connected retaining wall, and one traffic island), and one object along Main Street, Willow Street, Myrtle Avenue, Sawyer Passway, Lunenburg Street, and Summer Street at the east end of downtown Fitchburg, Worcester County, Massachusetts. All of the resources are contributing except for one building, which was constructed in 1978, after the ending date of the period of significance. There are four vacant lots included in the district, which are not included in the resource count. Fitchburg is a city of approximately 40,000 persons, located about 27 miles north of Worcester. The city encompasses an estimated 28 square miles just south of the boundary with New Hampshire. The Moran Square Historic District encompasses approximately 13 acres and is located along a one-mile section of Main Street and Summer Street, which generally run in an east-west and northwest-southeast direction, respectively. The Moran Square Historic District contains a concentration of industrial, commercial, and residential resources that together reflect the changes in Fitchburg's economic growth in the mid- to late 19<sup>th</sup> century and early 20<sup>th</sup> century with the rapid expansion of industrialization brought about by the power of the Nashua River, the city's expansive rail



Moran Square Historic District

Worcester, MA

Name of P

network, the influx of immigrant labor to work in the city's mills, and the entrepreneurial ingenuity of its industrialists.

The district includes mainly two- to four-story brick industrial buildings; several three- and four-story commercial buildings with first-floor storefronts and upper-story office or residential uses; and 1 ½ to 2 ½ wood-frame residential properties that mainly date from the mid- to late 19<sup>th</sup> century. Second Empire is the most notable style from the 19<sup>th</sup> century, used for both industrial and residential buildings; but the Classical Revival and Romanesque Revival are also well represented by industrial and commercial buildings. Common details include segmental arch window openings and corbelled brick cornices. The storefronts are visually separated from the upper stories and usually have display windows and recessed entrances. Several of the industrial and commercial buildings are distinguished by their sophisticated design, such as the Romanesque Revival C.H. Brown & Company Pattern Shop at 21 Myrtle Avenue; the Classical Revival Moran Building at 1-5 Lunenburg Street (designed by H. M. Francis & Sons); and the ca. 1860 Greek Revival Sylvanus Sawyer Ordnance Factory at 64 Main Street. Several smaller early 20<sup>th</sup> century automotive-related buildings and a 1939 diner are also located in the district.

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### **Narrative Description**

Overall, the buildings of the Moran Square Historic District are in good condition and retain adequate integrity to portray their significance as components of a mid-19<sup>th</sup>- to mid-20<sup>th</sup> century mostly industrial and commercial district. Most of the windows have been replaced, and some of the storefronts have been altered. However, the contributing buildings retain their original form, ornament, and continue to portray their original use and design. While individual buildings may have been altered, the district retains integrity of location, design, setting, materials, workmanship, feeling, and association. No older buildings have been altered to a degree that they no longer contribute to the district.

### **Setting**

The Moran Square Historic District is an area located at the eastern end of Main Street and approximately one mile from Fitchburg's central downtown core. The Moran Square neighborhood basically extends from just east of the pivotal Moran Square at the intersection of Main, Lunenburg, and Summer streets to the city's Intermodal Center on the site that formerly held the Victorian-era railroad station and extends south along the Boston and Maine Railroad (now CSX and Massachusetts Bay Transit Authority) corridor to the banks of the North Nashua River. Moran Square, for which the district is named, is a wide intersection that is distinguished by a small triangular island in the center that holds the City's 1924 Spanish-American War monument. The district is relatively dense with most of the industrial and commercial buildings built to the sidewalk; the exceptions are the smaller commercial buildings, including the Moran Square Diner, the automotive services building at 12 Lunenburg Street, and the 1978 Tedeschi store, which all have parking lots in front. The included residences along Summer Street mostly have moderate setbacks of approximately 10 to 30 feet, with grass-covered front lawns and, in some cases, older retaining walls. Only a small number of vacant lots (where buildings formerly

Moran Square Historic District

Worcester, MA

Name of P

stood) are present in the district. The topography in the northern part of the district is level, with a sharp drop in topography along the south side of Summer and Main streets and the area around Sawyer Passway. Vegetation is relatively scarce in this urban district, consisting mostly of overgrown shrubs on the south side of Summer Street, mature trees and grass-covered lawns at individual residences on the north side of Main Street, and the grass-covered triangular island at Moran Square.

To the west, the area outside the district boundary is largely comprised of new commercial development and the city's Intermodal Transportation Center. The surrounding buildings to the east and north are not included within the district boundary as they are typically either primarily residential in use, of modern construction, or have been highly altered. The residential buildings are typically two-story frame structures constructed in the late 19<sup>th</sup> century. While constructed within the period of significance, these adjacent buildings are not included within the boundary as they are solely residential in use and do not contribute to the historic significance of the Moran Square Historic District. However, they appear to comprise a neighborhood that may, potentially, be eligible for listing as a National Register district.

Individual Building Descriptions (arranged by street address in alphabetical order and then in numerical order).

*9 Highland Avenue, ca. 1875 – Contributing, Photograph #16, Map #1*

Highly visible along Lunenburg Street, the three-story Second Empire residence features a high brick foundation and paired two-story bay windows with brackets on the south side. The mansard roof has single dormers on all four sides of the roof. Now covered with asphalt siding, the wood-frame, multi-family residence's entrance is on the west (Highland Avenue) side, with a prominent Italianate-style hood over the door. The 1/1 windows are replacements.

*1-5 (15) Lunenburg Street, Moran Building (FIT.400), 1908 – Contributing, Photographs #15 and #20, Map #2*

The three-story, early 20<sup>th</sup>-century granite Classical Revival-style Moran Building (FIT.400) at the intersection of Main Street and Lunenburg Street was designed by Fitchburg architectural firm, H.M. Francis & Sons for developer/contractor John Moran. The block has a rectangular plan on a masonry foundation. Typical of many commercial buildings constructed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, the building features a tripartite façade with storefronts on the ground floor, windows on the second and third floors, and a heavy cornice above. The first floor of the building features punched granite openings with metal-frame entryways, with large metal-frame shop windows to the side. The second and third floors feature single- and paired double-hung window openings punched in the granite façade, interspersed by two-story bay windows that project out above the first story. The 8/8 and 6/6 sash in the upper stories are replacements for 1/1 sash that was likely the original sash configuration. These replacements were installed at some point in the late 20<sup>th</sup> century or early 21<sup>st</sup> century.

Moran Square Historic District

Worcester, MA

Name of P

*8 Lunenburg Street, Filling Station and Battery Service Store (1936)/University Place Business Center, ca. 1930 – Contributing, Photo #14, Map #3*

This one-story painted brick commercial building located at the intersection of Main Street and Lunenburg Street has an angled L footprint on a concrete-slab foundation and is capped by a flat roof with parapet. Two overhead door openings on the south façade allow automobiles in and out of the repair garages. A storefront comprised of a central entry flanked by a picture window is located to either side of the overhead doors. Windows and doors are replacements.

*10 Lunenburg Street, Store (1936)/Double-Edged Barber Shop/Store, ca. 1930 – Contributing, Photo #14, Map #4*

10 Lunenburg Street is a one-story commercial building. The three-by-two-bay building faces southeast and is adjacent to the sidewalk on the north side of 8 Lunenburg Street. The cast concrete block building has a rectangular plan and is capped by a hipped roof sheathed with asphalt shingles. The façade, which is sheathed with vertical wood boards, features a recessed entry with two large single-light storefront windows to each side.

*12 Lunenburg Street, Filling Station (1936)/Fanelli Auto Repair, ca. 1930 and ca. 1950 – Contributing, Photo #14, Map #5*

The building at 12 Lunenburg Street comprises two one-story buildings that share a party wall and are set back from the street at the intersection of Lunenburg Street and Highland Avenue. The building on the northeast is a one-story, four-bay-wide building with flat-roof, vertical-board siding, and concrete foundation that dates to ca. 1930. The west elevation, shown on the 1950 Sanborn map, is shared by the second building, which has a flat roof, concrete-block walls, and two roll-up garage bay doors that are of differing heights.

*Vacant lot between 1 and 15-25 Lunenburg Street, Map #6*

*15-25 Lunenburg Street, George E. Lewis Bicycle Shop (ca.1901)/Blood Block (1924), ca. 1900 – Contributing, Photo #17 and #18, Map #7*

This three-story building has five storefronts on the ground story and two stories of residential space above. The remodeled ground floor has a wood-shingled shed roof with stuccoed angled walls and large single-pane storefront windows. The southernmost storefront extends south from the building and was added after the six-story building south of it was removed (after 1950). The upper stories have single segmental-arched windows with brick lintels and stone sills; 1/1 windows are replacements. The top of the façade has a yellow brick surface and simple cornice above, both of which may be replacements. Side elevations are three bays long with single windows identical to the front ones. The rear elevation has more recent wood porches.

Moran Square Historic District

Worcester, MA

Name of P

*27 Lunenburg Street, Dadmun Motor Company, automobiles (1924)/T. L. McCormick Transfer (1940)/Sabourin Hardware, ca. 1920 – Contributing, Photo #17, Map #8*

This former garage (motor trucking) building now serves as a neighborhood hardware store. The one-story, flat-roofed building is constructed of decorative concrete block with a central garage bay flanked by two large storefront windows, which have been totally or partially infilled with CMU. The storefront entrance is next to the south storefront window. The upper half of the front elevation is covered with attached signage. The north (side) elevation, contained within a shed-roofed addition, is open, with only commercial curtains enclosing it.

*10 Main Street, Real Estate Association Building/Syndicate Block/Brown Bag Filling Machine Company, ca. 1895 (b. 1892 and 1897) – Contributing, Photo #8, Map #9*

This three-story brick Classical Revival commercial building at the intersection of Main Street and Sawyer Passway has a rectangular plan on a masonry foundation on a sloping site that reveals a level below the Main Street storefronts. Typical of many commercial buildings constructed in the late 20<sup>th</sup> and early 20<sup>th</sup> centuries, the building features a tripartite façade with storefronts on the ground floor, windows on the second and third floors, and a heavy denticulated cornice above. The first floor of the building features large single-pane metal-frame shop windows flanking two recessed entrances. One entry is centrally located on the façade and the other is located to the east. The second and third stories feature paired one-over-one double-hung sash windows (presumed to be original) set within a simple opening with a cast stone header and sill. The second-story windows have a decorative cast-stone beltcourse below and the third-story windows have a decorative cast-stone beltcourse above. Additionally, cast-stone detailing is featured in the window openings directly above the central entry and above each window opening within the cornice.

The east side elevation has several window openings, either bricked-in or currently infilled with wood panels. The elevation is recessed in the center and contains more window openings. The lower level area on the east side is brick, but without openings due to the location of a former commercial building here (now removed). The west elevation has a series of windows, some infilled with brick on the first-story, with upper story windows mainly boarded up, although a small number reveal 1/1 sash.

There were two references found that suggest that H. M. Francis may have designed this building, but neither offers conclusive confirmation. A state plan record card (undated) has Mr. Francis's name, but notes that the application was "not acted upon." A Fitchburg Historical Society catalogue listing of H. M. Francis (& Sons) work has a record of drawings for a 1916 alteration to the building by the firm, but the drawings were not found.

*15 Main Street, Tedeschi Food Shop, Inc., 1978 – Noncontributing, Photo #7, Map #10*

This one-story, flat-roofed concrete block building has a six-bay storefront on the south (front) that partially wraps around the side elevations. A large surface parking lot is in front of the building.



Moran Square Historic District  
Name of P

Worcester, MA

*35 Main Street, F.J. McCann Grocery Store, ca. 1915 – Contributing, Photo #4 and 7, Map #11*

35 Main Street is an early 20<sup>th</sup> century one-story brick commercial block with Art-Deco detailing. The block has a rectangular footprint on the north side of Main Street to the east of 57 Main Street (recently demolished). The block is capped by a flat roof with parapet. The parapet is raised along the south façade. An interior brick chimney pierces the roof along the west wall. The street-level façade consists of a storefront comprised of a paired recessed metal-frame entry with metal frame storefront windows to each side. The front façade is clad with brick around the storefronts and metal panels above on the parapet. A ghost sign on the east elevation below the parapet reads "Cycles Peugeot" with the Peugeot company's trademark lions to each side.

*64 Main Street, Sylvanus Sawyer Ordnance Factory/Fitchburg Machine Company (FIT.401), ca. 1860 – Contributing, Photo #5 and #6, Map #12*

The large, two-story brick commercial block at the corner of Main Street and Sawyer Passway has brick walls, a granite foundation, and Greek Revival and Romanesque Revival detail. Sylvanus Sawyer Ordnance Factory stands out among the neighboring buildings due to the side-gable roof and its massive size overall. A denticulated cornice wraps the building and is featured in each gable end. The fifteen-bay-by-six-bay building faces north and features regularly spaced windows separated by brick pilasters. Each pilaster features a corbelled cap. The arched window openings feature stone sills. Windows are 12/12, double-hung sash. Access to the factory is provided by a centrally located entry on the north elevation; a secondary entrance is located to the east and west. All entries are inset slightly from the façade and feature a brick arch above. A one-story addition extends from the southwest side of the building. A tall brick smokestack is located at the southwest corner of the addition.

*Spanish American War Memorial Monument (FIT.903), Moran Square, south end of Lunenburg Street north of the intersection of Main and Summer streets, 1924 – Contributing, Photo #15 and #19, Map #13*

Located within a triangular island at the south end of Lunenburg Street, the Spanish American War Monument was designed by artist Theo Alice Ruggles Kitson (1871–1932) and cast by the Gorham Company of Providence, Rhode Island. The approximately sixteen-foot high Spanish War Memorial (FIT.903) features a bronze statue of a Spanish American War soldier, complete with field equipment and draped with bandolier, standing on a granite plinth. The front of the monument bears a large cross with a bas-relief of soldier and sailor with a Red Cross nurse kneeling at their feet. The USS MAINE is located in the background. The top of the cross is inscribed Cuba; the right side, Philippines; the left side, Puerto Rico; and the bottom, U.S. Volunteers. On each side of the base are bronze tablets inscribed with names of Fitchburg men who served in war. The rear of the monument features a plaque that states: *This Monument erected by the City of Fitchburg, is to commemorate the valor and patriotism of the men who served in the war with Spain, the Philippine Insurrection, and the China Relief Expedition, 1898-1902. Dedicated September 1, 1924 under the auspices of Guanica Camp No. 9 United Spanish War Veterans.*



Moran Square Historic District  
Name of P

Worcester, MA

*Moran Square Plaza, intersection of Main, Summer, and Lunenburg Streets, ca. 1924 – Contributing Photo #15 and #19, Map #14*

Moran Square (first given this name in 1911 for John Moran, developer of three of the large apartment buildings in the area) is a narrow, long triangular island at this busy intersection of three streets at the southern end of Lunenburg Street. The island has rounded ends with a grass-covered area to the north and “The Hiker” statue on a stone plinth (FIT.903) at the southern end, surrounded by four large bushes in a square shape. Two metal directional signs are located at the northern end, one surrounded by four wood blocks. A crossing light and tall pole for traffic lights is located at the southern end next to the concrete sidewalk. The entire island is bounded by granite curbing.

*6 Myrtle Avenue, Moran Square Diner (FIT.2236), 1939/1940 – Contributing, Photo #13 and #14, Map #15*

Manufactured as #765 by the Worcester Lunchcart Company, Moran Square Diner is a well-preserved and rare example of the barrel-roofed diners produced by the Worcester-based company beginning in 1939. The diner has been located on the current site since it was purchased new from the manufacturer in 1940.

Nine bays wide and five bays deep, the Moran Square Diner is a wood frame diner that is oriented long end to Main Street. The diner rests on a concrete foundation and has steel wall panels that are bright red with yellow trim. The barrel roof is covered with asphalt shingles. The end bays are vestibule entrances reached via sets of two concrete steps with a metal handrail.

Windows have single-hung steel sashes and stained-glass transoms above. The stained glass is red-orange in color and patterned like marble. A roof sign is missing lettering and has a clock on the western end. Additional signage is painted on the enamel side panels. Small black iron exterior lights are located between each window.

The interior of the diner retains its original details, including wood benches and tables, kitchen area, counter with round-topped stools, and tiled floor.

A concrete block addition to the north extends the length of the diner. The addition is three bays by nine bays and has a nearly flat roof hidden from street view by a parapet end-wall. The addition is consistent with the historic use of the diner over time and does not compromise the diner’s architectural integrity as it is to the rear of the building and secondary to the main block.

*21 Myrtle Avenue, C. H. Brown & Company Pattern Shop/Fitchburg Pattern Model Co. (FIT.402, 2075), ca. 1875/moved 1910 – Contributing, Photo #6, Map #16*

Located east of the C. H. Brown & Company Steam Engine Manufacturing building at 11 Willow Street (FIT.402), this 1 ½-story brick Romanesque Revival building (originally a blacksmith shop) was moved from the south along Main Street to its current location in 1910

Moran Square Historic District

Worcester, MA

Name of P

along with the larger building at 11 Willow Street. The Pattern Shop is constructed on a masonry foundation and is capped by a pedimented front-gable roof sheathed with asphalt shingles. A hipped-roof cupola is centered on the ridge and an interior brick chimney pierces the south roof plane. Corbelled brick is featured in the gable and along the eave. Additionally, a multi-light fanlight set within a brick arch is featured in the east gable. A sign below the fanlight read "Fitchburg Pattern Model Co." The three-by-five-bay building faces east and features regularly spaced windows separated by brick pilasters. The arched window openings feature stone sills. Windows are replacements. Access to the Pattern Shop is provided by a centrally located entry on the east elevation. The paired wood entry doors are set within a brick arch. A late 20<sup>th</sup>-century front gable addition (after 1977) projects from the northeast corner of the Pattern Shop.

*25 Sawyer Passway, Adjustable Table Saw Company/Micron Products, 1915– Contributing, Photo #9, Map #17*

This five-story reinforced concrete industrial building is located southeast of the intersection of Hayden and Sawyer Passway. The utilitarian building is capped by a flat roof sheathed with a membrane. A single entry on the north elevation provides access to the building. Cast-concrete steps provide access to the entry. An elevator tower extends from the east elevation. A one-story, two-bay shipping/receiving addition projects from the east elevation. Two overhead track doors on the north elevation provide access to the addition.

*41 Sawyer Passway, ATF Cowdrey Machine Division War Plant, 1941 – Contributing, Photo #9, Map #18*

This one-story brick industrial building is located south of 25 Sawyer Passway on the east side of the street. This mid-20<sup>th</sup>-century utilitarian industrial building is constructed on a concrete foundation and is capped by a flat roof with stepped parapet on the west (Sawyer Passway) façade. A flat roof-monitor runs the length of the roof in an east to west direction and provides additional light to the interior. A large overhead door opening centered on the façade provides the principal access to the building. Windows are replacements.

*41 Sawyer Passway, C. H. Cowdrey Machine Works, ca. 1915 – Contributing, Photo #8, Map #19*

This brick industrial building is located along the south elevation of the mid-20<sup>th</sup>-century industrial building of the same address. The building is composed of two brick three-story sections, both constructed around ca. 1915. The north section, previously used as an office, is connected to the south section by a shared stairway that is articulated on the façade of the north section as a slightly recessed section (and see Figure 35, 1936 Sanborn map). The buildings were previously connected to the 1941 building to the north, but it is unknown if they are still connected (see Figure 40, 1950 Sanborn map).

The four-bay north section has a front entrance with replacement metal door at the south end bay, which is accessed by a short run of steps. The entrance opening either held a transom above the door or had a taller door previously. The windows and door openings have splayed-brick

Moran Square Historic District

Worcester, MA

Name of P

lintels and stone sills, while the basement windows have arched openings. The cornice features a stepped brick motif in an inverted triangle shape. The slightly taller south section, which is five bays wide, has much taller windows within narrow brick piers that terminate just below the top of the façade and are connected by stepped brick. The segmental-arched windows on the second story are partially infilled at the top, with glass block below, while the basement window openings are either boarded over or infilled. A larger window in the center bay is also infilled. The third-story openings are completely infilled with glass block. The south elevation of the south section is similar to the front, although much longer, with a taller flat-roofed, three-story, five-bay block on the south elevation.

*61 Sawyer Passway, Fitchburg Gas and Electric Light Company Offices Building, ca. 1905 – Contributing, Photo #10, Map #20*

This two-story brick industrial building is located south of 41 Sawyer Passway on the east side of the street. The industrial building is constructed on a brick foundation and is capped by a shallow pitched gable roof sheathed with membrane. A corbelled brick cornice is featured along the north and south elevations. Access to the building is provided by an infilled entry located at the north end of the west façade. An arched infilled opening is located to each side of the entry. Many of the openings on the first floor have been infilled with concrete block although the brick arch and sill remain. The second story features 2/2 replacement windows set within the original openings. All openings are inset slightly from the façade and feature a brick arch above. Secondary entries are located on the south elevation.

*75 Sawyer Passway, Fitchburg Gas and Electric Light Company Service Department and Garage, ca. 1905 – Contributing, Photo #11, Map #21*

This one-story brick industrial building is located south of 61 Sawyer Passway and is 20 bays long on its north elevation, with two garage door openings, and five bays wide on the west elevation next to the street. The south elevation of the building is located along the bank of the North Nashua River. The industrial building is constructed on a concrete foundation and is capped by a flat roof with stepped parapet. Access to the building is provided by several entries located along the north façade. Both single doors and overhead track doors are used for access. Numerous window openings on the north façade have been covered over with plywood or infilled with glass block. The south elevation features regularly spaced industrial sash windows inset slightly from the elevation. Each opening featured a cast stone header and sill. A one-story metal addition extends out from the east elevation of the building. The addition is capped by a standing-seam metal flat roof.

*South end of Sawyer Passway over the Nashua River, Fitchburg Gas and Electric Light Company Truss Bridge over the Nashua River, ca. 1905 – Contributing, and Second Metal Truss Bridge, also likely ca. 1905 – Contributing, Photo #12, Map #22 and 22A*

A single-span metal Pratt pony truss bridge with riveted joints is at the east end of Sawyer Passway (at this point a private way); it led to the property of the Fitchburg Gas and Electric Light Company south of the Nashua River. The truss bridge has a small decorative metal railing

Moran Square Historic District

Worcester, MA

Name of P

on both sides and a more utilitarian metal screen at the ends. The deck is composed of wood boards. A second metal truss bridge, presently without a deck and lacking decorative detailing, lies immediately beside the subject bridge. While little is known about the second bridge, and it does not appear on Sanborn maps, it is included within the nomination because of its close proximity to the aforementioned Pratt pony truss bridge and because, based on visual analysis, it appears to be similar in age to its ca. 1905 neighbor. Both bridges are considered contributing.

*Vacant lot at 1-11 Summer Street, Map #23*

*5 Summer Street, Summer Street Fire Station, 1893 – Contributing, Photo #15 and #21, Map #24*

This two-story brick fire station is constructed on a granite foundation and is capped by a flat roof with parapet. A denticulated metal cornice highlights the parapet façade. Granite quoins define the corners of the façade. The three-bay by four-bay building faces northeast and features two tall thirty-two-light over sixteen-panel overhead track doors flanking a single one-light over two-panel wood entry door on the façade. All three openings are capped by a granite lintel. Additionally, the central entry is capped by a transom with a granite lintel as well. Four 1/1, double-hung windows are located above on the second story. Each window opening is highlighted by a granite lintel and sill. Centered above the entry is a granite marker inscribed *Summer Street Fire Station 1893*. The building shares Neoclassical elements and similar granite and brick materials with two other firehouses in the city: the 1896 Water Street Fire Station at Water Street and John T. Centrino Memorial Drive, which is very similar in appearance, and the 1895 Central Fire Station at 28 Oliver Street (FIT.134).

*10-12 Summer Street, The Royal Apartments, ca.1909, fourth story added ca. 1910 – Contributing, Photo #22, Map #25*

The Royal Apartments, located at the intersection of Summer Street and Holt Street, is a four-story (originally three-story) early 20<sup>th</sup>-century residential building with ground floor commercial space. The building was developed by John Moran, who also built the Moran Building in 1908. The five-by-eight-bay building faces south and has a rectangular plan on a brick foundation. Typical of many commercial buildings constructed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, the building features a tripartite façade with storefronts on the ground floor and windows and cornice above. The first story of the building features a central opening recessed in the brick wall that provides access to the upper floors. To each side of the central opening is a storefront comprised of a single recessed entry with a pair of metal sash storefronts to the side. The upper stories are clad with vinyl siding and windows are replacements. A three-story bay window is located above each storefront.

*17-19 Summer Street, C. W. Moeckel, Florist (ca. 1930) /Brown's Watch Shop (1967) – Contributing, Photo #15, Map #26*

Small, one-story wood-frame commercial building with a center stepped parapet and rectangular footprint that appears to first be shown on the 1936 Sanborn map (see Figure 35), which replaced a one-story brick building erected by Sylvanus Sawyer in the 1870s. The building originally had



Moran Square Historic District

Worcester, MA

Name of P

a footprint composed of a narrow rectangular section in front with two long sections extending from the two rear corners for auto stalls (Figure 35, 1936 Sanborn map, Sheet 12). Greenhouses for Sylvanus Sawyer and his successors' floral business were located here prior. The building has two slightly recessed storefront entries and large window openings now mostly infilled with shingle siding.

*21–23 Summer Street, Sylvanus Sawyer House (FIT.1400), ca. 1865/1870 – Contributing, Photo #24 and #25, Map #27*

The Sylvanus Sawyer House at 21–23 Summer Street is a 1 ½-story, wood frame, high-style Second Empire building. It appears, based on the architectural style of the double front entrance doors, that the house was built as a double house. The four-by-two-bay building faces northeast and is set back slightly from the edge of Summer Street. The building has a rectangular-shaped plan on a granite foundation. The property terminates in a mansard roof with a centered gable on the façade. A paired arched window is featured in the gable below decorative woodwork. Decorative brackets are featured at the cornice. The top plane of the roof is clad with asphalt and the lower plan is clad with scalloped slate. Typical of the style, dormers are featured on the lower plane of the roof as well. Each dormer features a 2/2, double-hung wood sash set within a decorative wood surround. Each dormer is capped by a shallow-pitched gable roof and features decorative woodwork at the peak. A hipped roof belvedere is centrally located on the roof. The roof is capped by iron cresting. An interior brick chimney pierces the roof to the north and south of the belvedere. A bracketed hipped roof is centered on the east elevation above the paired entry. A single 2/2, double-hung wood sash window is located to each side of the entry. Decorative wood surrounds and an arched wood mold highlight each opening.

At the rear of the house, which is perched on a bluff overlooking the Nashua River valley to the south, is a narrow grass-covered terrace that then leads via wide stone steps to a stone-covered terrace. The stone steps and lower terrace appear to belong to a separate parcel that was formerly owned by Sylvanus Sawyer (see Map #33 for fuller description).

*Vacant lot between 21–23 and 31–33 Summer Street, Map #28*

*28 Summer Street, 1870–1875 – Contributing, Photo #22, Map #29*

28 Summer Street is a 2 ½-story, wood-frame, Second Empire residence. The three-bay-wide principal block faces southwest and has an L-shaped footprint on a granite foundation. The principal block is capped with a mansard roof. The upper roof plane is sheathed with asphalt while the lower plane is covered with asphalt shingle. Typical of the style, dormers are featured on the lower plane. Each dormer features a 1/1, double-hung replacement window set within a simple wood surround. Each dormer is capped by a decorative hood mold. The exterior walls of the residence are clad with wood clapboards. A shallow-pitched, hipped-roof entry porch is located at the south end of the façade. The roof of the porch is supported by decorative wood posts. Two double-hung replacement windows are located to the north of the entry. A simple wood surround with a decorative hood highlights each opening. A two-story bay window is



Moran Square Historic District

Worcester, MA

Name of P

located on the north elevation of the principal block. A two-and-one-half story ell projects from the north elevation of the principal block. Details of the ell mimic the principal block.

*30 Summer Street, 1870–1875 – Contributing, Photo #23, Map #30*

30 Summer Street is a 2 ½-story, wood frame, Second Empire house. The three-bay-wide principal block faces southwest and has an L-shaped footprint on a granite foundation. The principal block terminates in a mansard roof that is sheathed with slate. Typical of the style, dormers are featured on the lower plane. Each dormer features a 1/1, double-hung replacement set within a simple wood surround. Each dormer is capped by a gable roof. The exterior walls of the residence are clad with vinyl. A bracketed hip roof is located at the south end of the façade above the principal entry. The door opening is infilled with a replacement door. Two double-hung replacement windows are located to the north of the entry. A simple wood surround highlights each opening. A two-story bay window is located on the north elevation of the principal block. A 2½-story ell projects from the north elevation of the principal block. Details of the ell mimic the principal block.

*30 Summer Street, Front retaining wall, ca. 1930 – Contributing, Photo #23, Map #31*

A low rubble stone wall borders the front of the lot next to the sidewalk and extends along the driveway on the east.

*31–33 Summer Street, Sylvanus Sawyer Barn (FIT.1401), ca. 1865/1870 – Contributing, Photo #27, Map #32*

The Sylvanus Sawyer Barn at 31–33 Summer Street is a 1 ½-story, wood-frame, Second Empire structure. Map evidence (see Figure 4, 1870 map that notes building as a barn; Figure 6, 1875 bird's eye view, Figure 9, 1882 bird's eye view, and Figure 17, 1895 city atlas) indicate the building was at least partially used as a barn in the 19<sup>th</sup> century, but likely only on the two lowest levels on the south side. The four-by-two-bay building faces northeast and is set back slightly from the edge of Summer Street. The building adopts a rectangular-shaped plan on a brick foundation. The property terminates in a mansard roof with a centered gable on the façade. A paired arched window is featured in the gable below decorative woodwork. Decorative brackets and a dentil course are featured along the cornice. The top plane of the roof is clad with asphalt and the lower plan is clad with slate. Typical of the style, dormers are featured on the lower plan of the roof as well. Each dormer features a 1/1 replacement set within a decorative wood surround. Each dormer is capped by a shallow-pitched gable roof and features decorative woodwork in the gable. A hipped-roof belvedere is centrally located on the roof. The roof is capped by iron cresting. An interior brick chimney pierces the roof to the north and south of the belvedere. A bracketed hipped roof is centered on the west elevation above the paired entry; the paired entrance is presumed to be original. A one-story hipped-roof bay window is located to each side of the paired entry, decorated with elaborate hoodmolds. Simple wood surrounds and a wood mold highlight each opening.

Moran Square Historic District  
Name of P

Worcester, MA

*Stone walls on lot east of 31–33 Summer Street and section south of 21–23 and 31–33 Summer Street, ca. 1870–1876 – Contributing, Photo #25, Map #33*

Although mostly inaccessible and not visible due to mature trees and shrub growth, stone walls and steps can be seen on the hillside south of both 21–23 and 31–33, accessed from a terrace just below the houses. The date of 1870–75 is based on newspaper articles in the *Fitchburg Sentinel* that note construction of new stonework on Sawyer's property.

*34 Summer Street, Caleb Jaquith/William Reuben Baker House (FIT.1402), ca. 1850 – Contributing, Photo #26, Map #32*

The Caleb Jaquith House is a 2 ½-story, three-bay, side-hall Greek Revival-style brick building. The building adopts an L-shaped plan on a granite foundation. The building has an enclosed pedimented front gable that supports the slate roof. A one-story full-width hipped-roof porch is located across the façade. The porch's roof is supported by wood Doric columns. Access is provided by an entry located at the north end of the façade. The opening is highlighted by sidelights and a simple surround. Two double-hung replacement windows are located to the south of the entry. A two-story ell is located on the east elevation.

*34 Summer Street, Front retaining wall (FIT.1402), ca. 1900 – Contributing, Photo #26, Map #33*

The building faces south and is set back approximately 30 feet from the street on a raised lot. A low granite retaining wall with a concrete cap borders the lot's frontage at the sidewalk.

*36 Summer Street, ca. 1900 – Contributing, Photo #26, Map #36*

36 Summer Street is a 2 ½-story wood frame Queen Anne residence. The building adopts an irregular plan on a stone foundation. The three-bay-wide principal block faces southwest and is set approximately 35 feet back from Summer Street on a raised lot. The residence terminates in a hipped roof with a prominent center gable of the façade. The house also has a cross gable and rear gable-roofed ell. The roof is sheathed with asphalt shingles. The exterior walls are clad with aluminum siding. A one-story, wraparound hipped-roof porch is located along the front façade, but the west end has been enclosed.

*36 Summer Street, Retaining wall, ca.1900, Contributing, Photo #26, Map #37*

A low granite retaining wall with a rubblestone cap borders the front of the lot.

*Vacant lot (0 Summer Street) on northwest corner of Summer Street and Winter Street, Map #38*

The lot is occupied by a surface parking lot with a high smooth retaining wall with metal railing atop it. The site was formerly occupied by a large apartment building, known as the Bernon.

Moran Square Historic District  
Name of P

Worcester, MA

*40 Summer Street, Northern Worcester County Board of Realtors, 1950, Photo #28, Map #39,*

Small one-story former residence that now serves an office use. The building has a front-gable roof with a smaller projecting front gable section with a picture window on the west end of the front. The centered entrance, which now has a tinted glass door, has a picture window flanking it to the east. A rear section also has a front-gable roof that is visible from the front. The building is covered with brick veneer and vinyl siding. The front of the lot has a grass-covered lawn with bushes, and a border of small stones at the sidewalk on both Summer Street and on the side along Winter Street.

*42 Summer Street, Young Family Residence (FIT.2232), ca. 1875 – Contributing, Photo #29, Map #40*

This two-bay-wide, three-story Second Empire residence with an L-plan features an Italianate door over the front entrance and first- and second-story bay windows on the front, all of which have brackets. The tall mansard roof has single dormer windows on each roof slope. The west (side) elevation also has two-story bay windows with brackets toward the rear. The prominent bracketed cornice with wide eaves is on the front and side elevations. The building is now covered with aluminum siding and the 1/1 windows are replacements. The small front porch has replacement square wood posts, but retains its stone stoop and steps. A second walkway at the west side leads to the house's rear via stone steps. Members of the Young family lived in this house from ca. 1920 into the 1950s.

*11 Willow Street, C. H. Brown & Company Steam Engine Manufacturing (FIT.2075), 1875/moved 1910 – Contributing, Photo #3, Map #41*

This three-story brick Second Empire industrial building is constructed on a newer granite foundation, which dates to its early 20th-century move. The current buildings at 11 Willow Street (and its existing smokestack) and 21 Myrtle Avenue (see Map #16) were moved from the south along Main Street in 1910. The twenty-by-six-bay building faces west and is set back from the road; its original location was at the northeast corner of Willow and Main streets. The upper roof planes of the mansard roof are sheathed with asphalt shingles while the lower planes are sheathed with slate. Typical of the Second Empire style, dormers are featured on the lower slope of the roof. Each dormer is marked by a gable roof. Windows are replacements. Arched window openings with stone sills are regularly spaced and separated by brick pilasters, with a corbelled brick cornice atop the pilasters.

A large brick smokestack, also moved in 1910, is just the west of the building. At its original location, the smokestack stood between the building at 11 Willow Street and the smaller building at 21 Myrtle Avenue and a boiler and enginehouse connected the two buildings (see Figure 18, 1897 Sanborn map) When the buildings were moved, a new boiler and enginehouse was built west of 11 Willow Street; it was removed after 1977.

Moran Square Historic District  
Name of P

Worcester, MA

*21 Willow Street, Fitchburg Motor Sales/Ron's Auto Sales & Service Center, 1920–1925 – Contributing, Photo #3, Map #42*

This one-story brick commercial building located at the intersection of Morris Street and Willow Street is constructed on a concrete slab foundation and is capped by a flat roof with parapet along the Willow Street façade. Overhead door openings at the north end of the façade allow automobiles in and out of the repair garages and showroom space. The arched window openings feature stone sills. Windows are replacements.

*25 Willow Street, Donnelly Company/Merit Machine Manufacturing ca.1925/ca. 1945/ca. 1880 – Contributing, Photo #2, Map #43*

The property is composed of three connected buildings: an original (ca. 1925) two-story, shed-roofed brick building on the west closest to Willow Street; an attached one-story, nearly flat-roofed CMU building (ca. 1945) that fronts on Morris Street to the east; and what appears to be a ca. 1880 building that fronts on Morris Street to the east. The original section is five bays on the Willow Street (west) side with a single door and single windows, which are replacements. The south end of the building has two garage bays and a single window opening (infilled) on the ground story. The CMU section has a series of large single windows with single-pane glass and a garage door opening on the south elevation. The east elevation has been partially infilled with concrete block. The ca. 1880 section has a long rectangular footprint that is similar to a building shown on older historic maps (see Figure 11, 1887 Sanborn map; Figure 15, 1892 Sanborn-Perris; Figure 16, 1895 city atlas; Figure 18, 1897 Sanborn-Perris map; Figure 23, 1902 Sanborn map; Figure 32, 1936 Sanborn map). The shed-roofed building is on a high brick foundation and is sheathed with vertical wood boards. One older wood-paneled door is located in one of the two openings on the east (Morris Street) side.

*26 Willow Street (45 North Street) (FIT.2252), Simonds Manufacturing Company/Winthrop Building/Scratch & Dent Warehouse/Simonds Hall Student Housing, 1918 – Contributing, Photo #1, Map #44*

The Simonds Manufacturing Company building is located on a nearly one-acre parcel on the west side of Willow Street between Main Street to the south, Green Street to the north, and North Street to the west. The Simonds Manufacturing Company building was designed by Boston mill architect and consulting engineer John Oviatt DeWolf in 1918. It is the last surviving building of a once much larger complex that mostly dated to the 19<sup>th</sup> century. Known as the Winthrop Building and the Scratch & Dent Warehouse in the late 20<sup>th</sup> century, the building is currently used for student housing and is named Simonds Hall Student Housing.

The four-story free-standing brick industrial building is constructed on a concrete foundation and is capped by a flat roof sheathed with an EPDM membrane on a metal roof deck. Corbelled brick is featured along the eaves of the primary façade. The original fifteen-by-five-bay building faces east and features regularly spaced, recessed industrial sash windows separated by brick pilasters. The window openings feature concrete sills and metal lintels. Access to the building is provided

Moran Square Historic District

Worcester, MA

Name of P

by a projecting stair tower at the northeast and southwest corners of the building. Two additions at the north and south ends, which are one-bay and two-bay respectively, have a similar massing with flat roof and industrial window type, but are covered with a light-colored EIFS.

The rear elevation of the building is fourteen bays wide and follows a similar fenestration as the façade; however, numerous alterations to window openings have occurred to this elevation. In one bay, the window openings at the second and third level were combined making a large opening and another opening on the third floor has been infilled by brick. Additionally, one window opening has been infilled with a white vinyl replacement. Like the façade, all window units are recessed from the façade and each opening feature a concrete sill and metal lintel.



Moran Square Historic District  
Name of P

Worcester, MA

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Moran Square Historic District  
Name of P

Worcester, MA

**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE  
INDUSTRY  
INVENTION  
COMMUNITY PLANNING AND DEVELOPMENT  
\_\_\_\_\_

**Period of Significance**

ca. 1850-1967  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

H. M. Francis & Sons  
John Oviatt DeWolf  
\_\_\_\_\_

Moran Square Historic District

Worcester, MA

Name of P

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Moran Square Historic District is historically and architecturally significant for its associations with the development of the city of Fitchburg from the mid-19<sup>th</sup> to the mid-20<sup>th</sup> centuries as an important industrial and commercial center, and for its well-preserved buildings that remain from this period. Retaining integrity of location, design, setting, materials, workmanship, feeling, and association, the Moran Square area is eligible for listing in the National Register under Criteria A and C at the local level, with a period of significance from ca. 1850–1967. The Moran Square Historic District contains commercial, industrial, and residential resources that reflect the evolution in Fitchburg's economic growth in the mid- to late 19<sup>th</sup> century to the eventual decline of urban industry due to the expansion of suburban industrial and commercial development in the mid- to late 20<sup>th</sup> century. The rapid 19<sup>th</sup>-century growth was due to the intense expansion of industrialization brought about by the power of the Nashua River, the city's expansive rail network, the influx of immigrant labor to work in the city's mills, and the entrepreneurial ingenuity of its industrialists.

The arrival of the railroad in Fitchburg in 1844 served as the impetus for the rapid economic growth of the city's manufacturing sector. The opening of the Hoosac Tunnel in western Massachusetts in 1874 and the construction of Union Station in 1878 near the western end of what would later become known as Moran Square spurred industrial development in the area. The extant brick manufacturing buildings reflect a significant period of industrial development from ca. 1860 to 1941 for the firms, including the Fitchburg Machine Company, Simonds Manufacturing Company, C. H. Brown Company, Wachusett Machine Co., Brown Bag Filling Machine Company, and C. H. Cowdrey Company, whose factory buildings survive in this area. The extant buildings associated with each of these enterprises are in most cases later buildings in the companies' histories. With the concentration of factories at the east end of Main Street, the area became an important commercial center, with two multi-story masonry commercial blocks whose upper stories were occupied by the laboratories and business offices of several local inventors and industrialists. Within this mixed-use neighborhood, the eastern terminus of Main Street at Moran Square also became an important commercial focus, including the stylish, granite Moran Building (1908, FIT.400, Map #2, Photo #15 and 20) on Lunenburg Street, and the well-preserved Moran Square Diner built in 1939 (FIT.2236, Map #15, Photo #13 and 14). The area also includes several apartment blocks from the early 20<sup>th</sup>-century and a substantial number of single-family residential buildings of the 19<sup>th</sup>-century period, located mainly on Summer Street in the immediate proximity of Moran Square.

Among the industrial buildings in the Moran Square district is the three-story brick industrial building at 26 Willow Street, built ca. 1918 (FIT.2252, Map #44, Photo #1).<sup>1</sup> It was formerly part of a large complex built here between 1905 and 1920 to house the activities of Simonds Saw and Steel Manufacturing Company. Other contributing industrial buildings include the extensive complex of brick structures associated with Fitchburg Machine Company (FIT.401, Map #12,

<sup>1</sup> Buildings underlined in Section 8 are extant industrial structures, in many cases a second or third-generation building erected by the important companies located in the district for many decades.

Moran Square Historic District

Worcester, MA

Name of P

Photo #5 and #7), manufacturer of ironworking machinery from the mid-19<sup>th</sup> century on, and C. H. Brown Company, which produced steam engines (FIT.402, M/2075, Map #16, Photo #6 and Map #41, Photo #3. Together these enterprises, each begun by a Fitchburg inventor/entrepreneur, reflect the diversity of Fitchburg's turn-of-the-20<sup>th</sup>-century industrial development. Other resources in the district include mid- to late 19<sup>th</sup>-century single-family residential buildings, including one brick Greek Revival-style house on Summer Street (FIT.1402, Map #34, Photo #26); two exceptional mansard-roofed double houses (the Sylvanus Sawyer House and Barn, FIT.1400, 1401, Map # 27, Photo #24 and #25, and Map # 32, Photo #27); a late 19<sup>th</sup>-century commercial building (10 Main Street, Map #9, Photo #8) and early 20<sup>th</sup>-century commercial/residential buildings (1-5 Lunenburg Street, Map #2, Photo #15 and #20; 15-25 Lunenburg Street, Map #7, Photo #17 and #18); a late 19<sup>th</sup>-century fire station (Map #24, Photo #15 and #21); and a 1924 Spanish American War statue, "the Hiker," by Theo Alice Ruggles Kitson (FIT.903, Map #13, Photo #15 and #19), located at the middle of a triangular island within Moran Square (Map #14, Photo #15 and #19).

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

*Historic Context – Fitchburg's Industrial Development*

Fitchburg, Massachusetts, is a significant urban industrial and commercial center located along the North Nashua River corridor in northern Worcester County. Originally settled in 1735 as part of the town of Lunenburg, Fitchburg was incorporated as a town in 1764 and became a city in 1872. The North Nashua River and its tributaries were important factors in the development of the city. The construction of river-powered grist mills and saw mills in the 18<sup>th</sup> century resulted in a linear settlement along the city's 7 ½ miles of river. The first commercial and civic center developed on the east end of Main Street, at the junction of Water and Main Streets when the first meeting house was built ca. 1765 in the vicinity of Blossom and Crescent streets. The construction of the city's first cotton mill in 1807 was followed by construction of textile and paper mills up and down the North Nashua River. Wood-frame and masonry residences were constructed near the mills to provide worker housing and small-scale businesses opened in one- and two-story shops along Main Street to supply workers and residents with necessities.

Moving products and raw materials for the area factories was made easier in 1844 with the construction of a railroad line from Boston, which was named the Fitchburg Railroad. The railroad line was extended westward in 1874 upon completion of the Hoosac Tunnel in western Massachusetts. The new railroad line to Albany provided access to the American West for the port of Boston and served as a way for raw materials from the West to reach manufacturing centers like Fitchburg on the east coast. A new railroad station, Union Station, was built in 1878 near what would later be known as Moran Square. The railroad brought rapid growth, prosperity, and industrial and commercial expansion to Fitchburg. Despite two severe financial panics between 1870 and 1900, Fitchburg's self-proclaimed "Golden Years" from 1863 to 1923 were a time of prosperity driven by a booming industrial economy. Increasing commercial expansion led to the development of additional commercial and industrial buildings near Union Station. The value of products manufactured in Fitchburg between the years 1850 and 1900 grew 2,100%, as

Moran Square Historic District

Worcester, MA

Name of P

the city's population, inflated by the influx of immigrants, grew six-fold, from 5,120 in 1850 to 31,531 by the turn of the 20<sup>th</sup> century. Fitchburg's industrial expansion required new laborers. Workers for the city's industries were recruited from Quebec. The French-Canadian laborers were soon joined by Irish, Italians, Swedes, and Finns, among others. By the turn of the century, foreign-born citizens accounted for one-third of the population.

Fitchburg's growth and expansion were also due in part to the industry and vision of its residents. Fitchburg industrialists were at the leading edge of their fields and many patented new and improved mechanisms and tools. Several of Fitchburg's inventive businessmen are nationally known, like Iver Johnson, a firearms manufacturer, and Ebenezer Butterick, developer of graded sewing patterns. Many other inventive Fitchburg businessmen are less well-known but no less important, like Charles H Brown, the inventor of the Brown Automatic Cut-Off Steam Engine; Sylvanus Sawyer, a former furniture maker who experimented with munitions development and then became the city's best known supplier of flowers, trees, and agricultural products from his property on Summer Street within the district; Alvan Simonds, a steel manufacturer who developed armor plating for use in World War I; and Frederick E Farwell, a machinist and woodworker with over fourteen patents, including a machine to cut pockets in jambs for sash weights. In addition to their industrial developments, these men and many of their contemporaries were all instrumental in the city's affluence and development. These influential citizens sat on the boards of the city's many institutions and social societies, served in local and state government, and funded civic projects during the second half of the 19<sup>th</sup> century and the first decades of the 20<sup>th</sup> century.

While the economic boom of the late 19<sup>th</sup> century continued into the 20<sup>th</sup> century, Fitchburg's population growth slowed dramatically between 1915 and 1940, increasing by only 2,000 overall.<sup>2</sup> Socially, a new middle class was rising at the turn of the century, buoyed by white-collar types of employment in the city's large manufacturing facilities. The golden age of Fitchburg's industrialization and the vitality of the downtown began to decline with the collapse of the stock market in 1929. The Great Depression of the 1930s slowed the city's economic growth, closing some industrial and commercial businesses and forcing others to consolidate or move to newer, more efficient facilities. The city's industrial growth was also slowed by the westward shift of the country's industrial development in the 1930s. Another significant factor in the downtown's decline after 1930 was the affordability of the automobile as a private means of transportation. The automobile allowed Fitchburg's middle-class residents to move to suburban neighborhoods, further slowing the growth of the downtown and, in some cases, leaving the existing buildings in Moran Square vacant or only partially utilized. Although the Second World War briefly reinvigorated activity in many of the industrial facilities in the Moran Square area, after the war the city and the area began to decline once again as local businesses favored industrial and commercial centers in suburban areas of the city near Route 2 or were bought out by out-of-state or foreign corporations and moved to other states or countries. The Moran Square area was also affected by the loss of several buildings to fire in the mid- to late 20<sup>th</sup> century, including the Sawyer apartment building (just east of 31-33 Summer Street) in 1963 and the Imperial apartment building (at the northwest corner of Summer and Winter streets) in 1974.

<sup>2</sup> *Reconnaissance Survey Report for Fitchburg*. [Boston]: Massachusetts Historical Commission, 1984.



Moran Square Historic District

Worcester, MA

Name of P

*Industry and Innovation in the Moran Square Industrial Historic District*

The oldest industrial building in the district is the brick building at 64 Main Street built by Sylvanus Sawyer around 1860. Sawyer, a native of Templeton, MA, retired from his furniture-making company in 1857 and turned to munitions development, testing new designs for the manufacture of projectile shells and cannons that were more aerodynamic and efficient than those currently in use. He is credited with developing rifled cannon, a percussion fuse, and lead-coated projectiles for cannon. His rifled cannons were made in 6-, 24-, and 30-pounder models. In June of 1861 Sawyer delivered the first cast-steel rifled cannon to the U.S. Government. The Sawyer guns were most often used for coastal defense.<sup>3</sup> The U.S. Ordnance Department adopted some of his designs, and in some other cases used his developments in their own designs which led to claims of patent infringement. He built the large brick building at 64 Main Street (FIT.401, Map #12, Photo #5 and #7) for the manufacture of ordnance. After the Civil War, he left the munitions business to start his foray into horticulture, and the building was left vacant for a short time.

Sylvanus Sawyer lived just east of his business along Summer Street on a large lot on the bluff overlooking the Nashua River. He built a Second Empire house at 21–23 Summer Street and a residence with a barn, the latter at the lowest level at the rear, at 31–33 Summer Street around 1865 (FIT. 400 and FIT 401, Map #27 and 32, Photos #24, #25, and #27). Below the house and barn, he constructed a large fish pond with a circular-plan gazebo overlooking the pond (see Figure 4, 1870 map; Figure 6, 1875 bird's eye view map; Figure 9, 1882 bird's eye view; and Figure 17, 1895 city atlas.) Although not specifically represented on any of the historic maps or views, it is also reported that Sawyer had a rotary greenhouse that moved with the sun.<sup>4</sup> In between the house and barn, Sawyer built a large conservatory prior to 1870 (which is only shown on the 1870 map in Figure 4). He built five greenhouses west of his house that were extant until the early 20<sup>th</sup> century. The conservatory, several greenhouses, and extensive gardens behind and west of Sawyer's home produced exotic tropical fruits, blooming plants, and vegetables that attracted many visitors. Sawyer was also involved in the sale of ornamental trees and vegetable and garden seeds, which were propagated on his property (Figure 7, advertisement in 1878 city directory). Sawyer employed several gardeners, but they did not live on the property at either of his two houses on Summer Street. In 1879, his employees included Joseph Fuller, who lived at 28 Day Street; Thomas Gray, who boarded at 37 Myrtle Street; and John F. Jordan, a florist, also at 37 Myrtle Street.<sup>5</sup>

In the 1870s, Sawyer also built terraced areas with stone steps and retaining walls (Map #33, Photo #25) behind the houses that likely serviced his floriculture and agricultural business. It was noted in his 1895 obituary that "his grounds were kept in fine order and were an ornament to that portion of the city."<sup>6</sup> It appears that Sawyer remained in the business until around 1890 or before,

<sup>3</sup> Jones, Terry. L. *Historical Dictionary of the Civil War*. 2<sup>nd</sup> ed. Lanham, MD: Scarecrow Press, August 16, 2011.

<sup>4</sup> Letter from Mrs. Harold Starkey to Fitchburg Historical Society, 1965, Sylvanus Sawyer biographical files, Fitchburg Historical Society.

<sup>5</sup> 1879 Fitchburg City Directory.

<sup>6</sup> Typewritten copy of 1895 obituary of Sylvanus Sawyer, Sylvanus Sawyer biographical files, Fitchburg Historical Society.

Moran Square Historic District

Worcester, MA

Name of P

evidenced by an 1890 ad for the Fitchburg Floral Conservatory on Summer Street by William Liversage, who noted he was the successor to Sylvanus Sawyer.<sup>7</sup> In 1902, Christian W. Moeckel merged his Prospect Hill greenhouse business with Liversage. Moeckel was the proprietor of the concern, which was called the Summer Street Conservatories, with an address of 17 Summer Street.<sup>8</sup>

Sawyer also turned his creative skills toward solving the city's sewage disposal problem by constructing a circular railroad track on his property and capturing waste from a nearby sewer outlet and pumping it into open rail cars. As the cars traveled over the circular track, the liquids from the waste settled leaving behind a sludge that Sawyer then used for mulch. But his effort did not attract enough attention to develop into a citywide water purifications scheme. In 1893, the city invited the U.S. Filtering and Fertilizing Company to build a demonstration plant behind Sawyer's house to filter sewage water (see Figure 17, 1895 city atlas). Despite the success of the plant's trial run, large-scale sewage treatment in Fitchburg would not occur until the 20<sup>th</sup> century.

Fitchburg Machine Works was established in 1863 as the S. C. Wright Company and occupied the building left vacant at 64 Main Street (FIT.401, Map #12, Photos #5 and #7) by Sylvanus Sawyer after the Civil War in 1866. The principal owners were Sylvester C. Wright, a former employee at Putnam Machine Co. and his son-in-law James L. Chapman. The company was primarily a manufacturer of ironworking machinery. They were best known for production of their Automatic Lo-Swing lathe, a lathe capable of turning multiple diameters, tapers, and irregular sections at once. In 1867, the company was renamed the Fitchburg Machine Company, becoming Fitchburg Machine Works in 1877. In 1905, the company was sold by the family and merged with Seneca Falls Machine Company in 1926.

Also in 1863, the C. H. Brown Company was started by accomplished mechanic and inventor Charles H. Brown. The company produced advanced engines for use in all types of manufacturing. After designing the Putnam Engine for the Putnam Machine Company, another prominent Fitchburg manufacturing company, Brown started his own firm and won international acclaim for the Brown Automatic Engine, taking home the gold medal at the Paris Exposition in 1889 as well as exhibition awards in Philadelphia, New York, Boston, Cincinnati, and New Orleans. The company's machinery was prized by all types of industries around the world and was often cited by Thomas Edison who owned three different Brown engines to power his laboratories. The company moved from a small shop on Newton Lane to the southwest corner of Main and Willow streets in 1866. The new facility included a six-by-twenty-bay, Second Empire-style brick mill building with a mansard roof, and a former blacksmith shop that originally faced Main Street (FIT.402/2075, Map #42, Photo #3 and Map #16, Photo #6).

In 1852, the Fitchburg Gas Company was incorporated for the purpose of manufacturing and selling gas. The company was the brainchild of Ivers Philips, president of the Fitchburg and Worcester Railroad. In 1853, the company built a gas plant adjacent to the rail lines on the south

<sup>7</sup> 1890 Fitchburg City Directory, page 384

<sup>8</sup> 1914 Fitchburg City Directory, page 42, "Conservatories Consolidated," *Fitchburg Sentinel*, January 15, 1902, page 2. It appears that Moeckel was responsible for removing the greenhouses and building the current building at 17 Summer Street, which had two long auto stalls in the rear.

Moran Square Historic District

Worcester, MA

Name of P

side of the Nashua River, opposite Sawyer Passway. In 1889, the company expanded into the business of generating and furnishing light and power when it acquired the struggling Wachusett Electric Light Company. The name was changed to the Fitchburg Gas and Electric Light Company in 1895. In the first decade of the 20<sup>th</sup> century, the company built a service department with a 50-car garage and an office building on Gas Street, now at 61 and 75 Sawyer Passway (Map #20 and Map #21, Photo #10 and #11, respectively), and an iron truss bridge over the Nashua River, which is still extant (Map #22, Photo #12), to connect the Gas Street (the original name for Sawyer Passway) properties to the original gas plant on the south shore of the Nashua River.

In 1868, when three more Simonds brothers joined the family business, Simonds Brothers and Company moved to a wood-framed factory on North Street near Moran Square. The history of the Simonds family in Fitchburg and the Simonds Manufacturing Company traces back to 1832, when Abel Simonds and John Farwell established a small scythe shop in nearby West Fitchburg. Abel's sons, George and Alvan, formed Simonds Brothers and Company with Benjamin Snow in 1864. The company expanded its line of goods from scythes to include machine knives and blades for farm equipment. The company expanded at the new North Street location and broadened its line of merchandise. By the end of the 19<sup>th</sup> century, the company was concentrating on the production of circular, cross-cut, band, and hand saws. Their products were renowned for their quality and shipped all over the country and around the world. The Simonds Manufacturing Company was a major employer in the city of Fitchburg with over 800 persons employed in the manufacture of saws and knives.<sup>9</sup> At the 1893 Columbian Exposition, the largest exhibit among the greatest technological displays of the country's industries was that of Simonds Manufacturing Company. One of the first electrically operated plants in the United States, it was ideally located across from the railroad station on Main Street and just north of the Fitchburg Gas and Electric Light Company facility on Gas Street, now Sawyer Passway.

In 1888, Frederick E Farwell founded the Adjustable Table Saw Company. Farwell, a machinist and woodworker manufactured his newly patented adjustable table saws in a facility on Newton Lane. His manufacturing facility added the manufacture of boilers and woodworking machines and soon outgrew its original location. In the early 1890s, he purchased land in Moran Square at the rear of the Syndicate Block (originally called the Real Estate Association Building) at 10 Main Street (built between 1892 and 1897) and built three large three-story buildings, no longer extant, for his company and various industrial tenants (see Figure 13, 1892 Sanborn map, sheet 11). His tenants included the Fitchburg Plating Works; Pennimen Co., manufacturers of piano case trusses; Tenancy & Merriam, pattern makers; EH Whittemore, manufacturer of paper boxes; American Comb Co. Star Laundry; and C.H. Cowdrey Machine Works. In the late 19<sup>th</sup> century, Farwell received fourteen patents including patents for his window pocket saw, an edging saw to connect long boards, and a quick acting vise, the rapid transit woodworking screw vise. In 1898, his firm became the Wachusett Machine Company.

C. H. Cowdrey Machine Works was established in 1875 by Charles H Cowdrey, a former employee at Putnam's Machine Company. He settled in Fitchburg after serving in the 1<sup>st</sup>

<sup>9</sup> Richard Sidebottom. Willow Street Industrial District. Massachusetts Historical Commission Form A. Boston: MacRostie Historic Advisors, December 2011.

Moran Square Historic District

Worcester, MA

Name of P

Battalion of the Heavy Artillery of Massachusetts Volunteers in the Civil War. Charles' sons Henry E. and Charles F. Cowdrey worked with their father and operated the family business after his death in 1896. The company initially manufactured the Waymoth variety lathe at a facility on Water Street. In the 1880s, the company expanded its product line to include other woodworking machinery. In 1882, Cowdrey patented the self-oiling pulley. C. H. Cowdrey Machine Works moved in the late 1890s from the rear of the Syndicate Block to a three-story machine shop on Gas Street (now Sawyer Passway) formerly occupied by the Adjustable Table Company. At about the same time, the company began manufacturing shells for the U.S. Ordnance Department to improve the country's readiness for war in reaction to its unpreparedness for the Spanish-American War. Between 1899 and 1902, C. H. Cowdrey Machine Works supplied 3.2-inch shells and 5-inch shells to the U.S. government.

In 1890, brothers Joseph and Benjamin F. Brown came to Fitchburg and began to manufacture the Ballard Machine developed by Joseph. In 1892, the company was incorporated as the Brown Bag Filling Machine Company and later occupied space on the second floor of the Syndicate Block at 10 Main Street (Map #9, Photo #8; see Figure 29, view of building in 1915). The Ballard Machine forever changed the seed business worldwide. It was the first piece of technology designed to automate the packaging of seeds into seed packets. The machine, operated by one operator, could, in three hours, do the work of five people working for eight hours. Within five years of the machine's introduction, hundreds of the machines were sold and every seed supply house in America owned several. The machines were incredibly accurate, rarely broke down, and needed only a modest amount of servicing. The seed packaging device was also adopted by the U.S. Department of Agriculture for use in the Congressional Free Seed program. The company operated a plant for ten years in Washington D. C. under contract with the government in the first decades of the 20<sup>th</sup> century.

In 1907, Frederick E. Farwell of the Adjustable Table Saw Company built a fourth building at his complex on Sawyer Passway. The new two-story 45-by-80-foot building was for use by his own factory (no longer extant). In 1915, the present five-story building at 25 Sawyer Passway was added to the southwest corner of Farwell's industrial complex (Map #17, Photo #9).

The C. H. Brown Company buildings on the north side of Main Street were moved in early 1910 to accommodate realignment of Main Street and the construction of the commercial building at 57 Main Street, which was recently demolished. At the time of the move, the complex had the 1875 mill building (FIT.402, 11 Willow Street, Map #41, Photo #3), smokestack (part of FIT.402), original engine and boiler house, and shop (FIT.2075, 21 Myrtle Avenue, Map #16, Photo #6), which were connected. During the move, a new engine and boiler house was built in the new location, west of the mill building; this building is no longer extant. Both the smokestack and large mill building were raised; the smokestack gained an additional seven feet of brickwork on the bottom and the mill building gained a new granite foundation (see Figure 27, photos of the buildings being moved). The move of the structures was recounted in a 1910 article, which stated, "Moving a brick building of this size is uncommon, and is the first job of its kind in the vicinity." The building was cut into two sections to accomplish the move, with factory work



Moran Square Historic District

Worcester, MA

Name of P

continually carried on inside the sections.<sup>10</sup> A 1910 *Fitchburg Sentinel* article noted that “Mover John Moran (the same John Moran who developed the Moran Building) arrived...to begin his part of the undertaking, greatly to the wonder of the hundreds of spectators who daily watch the progress of the work.”<sup>11</sup> This building was subsequently used as a trouser factory and in the mid-20<sup>th</sup> century as automobile storage. 21 Myrtle Avenue was subsequently used by the Fitchburg Pattern Model Company, the current occupant. This company was originally established around 1900, south of the Syndicate Block at an address listed as 5 rear Main Street. The company made wood patterns for machinery and foundry castings. Its name was changed to Fitchburg Pattern Model Company in 1920.<sup>12</sup>

In the early 20<sup>th</sup> century, C. H. Cowdrey Machine Works expanded again and built a larger production facility around 1915 at the rear of the Syndicate Block in a brick building at 41 Sawyer Passway (Map #19, Photo #9). C. H. Cowdrey Machine Works’ history with ordnance manufacturing led to additional military contracts in the early 20<sup>th</sup> century. During World War I, C. H. Cowdrey Machine Works produced a recoil mechanism for 37mm guns. The company’s experience with fine machine production enabled the firm to overcome the “difficult problem involving fine mechanisms of French design, which had to be adapted to American shop practices.”<sup>13</sup>

During the first decade of the 20<sup>th</sup> century, George Simonds further expanded the facilities at North Street, as well as the company’s product line. The company added steel mills in Chicago and Lockport, NY, allowing it to study and experiment with specialty steels. The company’s knowledge of steel products and its reputation for manufacturing high-quality metals led to the significant contributions the Simonds Manufacturing Company made in World War I. In the years leading up to and during World War I, the Simonds Manufacturing Company was experimenting with steel for military helmets and armor plate. The company developed exceptional expertise in materials and military manufacturing. When war broke out in Europe, the Simonds Manufacturing Company plunged into war production. In May of 1917, Alvan Simonds, then president of the company, volunteered his services and those of his company to the government’s war effort. He became a captain in the Ordnance Reserve Corps, in charge of the purchase and production of helmets and body armor. The government benefitted greatly from the research and experimental work already undertaken by the Simonds Manufacturing Company and from Alvan’s dedication to efficient manufacturing of war materials. Although the company did not produce the helmets at their factory, their experiments with metallurgy and various types of steel manufacturing at the North Street plant played an important role in the development of the helmets.<sup>14</sup> This involved the production of, for the first time in this country, high manganese steel in sheets, a process both difficult and technically demanding. By December of 1917, over a

<sup>10</sup> John E. Allen, “Moving a Brick Machine Shop,” *American Machinist*, June 9, 1910, 1064.

<sup>11</sup> “Wheels Moving Just the Same,” *Fitchburg Sentinel*, February 2, 1910, 2.

<sup>12</sup> Barbara Crocker, “Fitchburg Pattern Model Company,” *Fitchburg Historical Society*, Volume 4.,

<sup>13</sup> Army Ordnance: History of District Offices (1918–1919). Washington, DC: U.S. Ordnance Department, 1920.

<sup>14</sup> The company was not allowed to manufacture helmets for the government, as its president, Alvin T. Simonds was a captain in the reserve corps for the supervision of purchase and production of helmets and material of a similar nature. Because he retained a stock interest in his company, federal law prohibited the company’s production of the helmets (*Lumber World Review*, Volume 36, No. 9, May 10, 1919, p. 34). The names and locations of the companies that produced the helmets was not found.



Moran Square Historic District

Worcester, MA

Name of P

million helmets made of American steel by American companies were ready for shipment to Europe.

Simonds Manufacturing Company experimented with and developed armor plating for protection of a variety of military equipment including gun carriages, trains, train gun mounts, and armored cars. The armor plate was designed to protect men and equipment from both regular and armor-piercing bullets. Before the United States entered the war, Simonds Manufacturing Company was chosen by the Russian government as the exclusive supplier of armor plate shields for its rapid-fire guns. Simonds Manufacturing Company produced ten thousand shields. The company also developed, tested, and manufactured armor plate for the protection of American guns, trains, and other equipment, including large U.S. Navy guns mounted on armored trains. Simonds Manufacturing Company's production was also exceptionally fast. In 1918, the company's work force of 2,300 people was working around the clock to supply the government with armor plate and large quantities of its regular products.

Although the existing North Street facility was converted to use for the wartime effort, there was still insufficient capacity to meet production needs. On March 20, 1918, the *Fitchburg Daily Sentinel* ran a front-page story with a banner headline "Simonds to Build Big Addition to its Plant," followed by a brief description of the building that would become 26 Willow Street, FIT.2252, Map #44, Photo #1) for the purpose of "Giving Capacity for Hundreds of Workmen." The only reason this building was constructed was for the production of war-related material. It was purpose-built for that job, unlike the existing buildings within the plant that were converted for wartime production. The *Sentinel* article quoted the company president as saying "The war is responsible for our decision to push for the erection of the new building as rapidly as possible. Nearly 75 percent of our work is government business...and were it not for that fact the erection of anything in the building line would be postponed for quite awhile."

The company completed the large utilitarian building at 26 Willow Street in 1918, which was designed by Boston mill architect and consulting engineer John Oviatt DeWolf. DeWolf specialized in the design of manufacturing mill buildings. He was an 1890 graduate of the Massachusetts Institute of Technology. After his graduation, he worked in the Boston office of the W. B. Smith Whaley Company, a well-known South Carolina company specializing in mill design. DeWolf designed several industrial buildings, including a building for the Boston Woven Hose and Rubber Company in Cambridge. His design for the brick and concrete building at 26 Willow Street reflected early 20<sup>th</sup>-century industrial design. The unfinished open spaces in the building were suitable for the job at hand—the production of war material.

After the close of the war in 1918, production at Simonds Manufacturing Company's North Street facility returned to civilian-orientated product lines. In 1922, the company changed its name to Simonds Saw and Steel Company. Like Simonds Manufacturing Company, C. H. Cowdrey Machine Works returned to civilian-oriented production. In 1919, the company started making production machinery for the Dixie Cup Company. In the second decade of the 20<sup>th</sup> century, C. H. Cowdrey Machine Works was taken over by the American Type Founders (ATF), a business trust created in 1892, and the Fitchburg company became known as ATF's Cowdrey Machine Division.

Moran Square Historic District  
Name of P

Worcester, MA

The golden age of Fitchburg's industrialization began to decline with the collapse of the stock market in 1929. The Great Depression slowed the growth of the city, which caused the closing of some industrial and commercial businesses along Main Street. Local industry began to decline as the country's economic growth shifted to the western United States. Also after 1930, the automobile became more widely affordable, allowing Fitchburg's middle-class residents to move to suburban neighborhoods.

Simonds Saw and Steel Company, in part due to its investments in factories in the Midwest, continued to expand and in 1938 it moved from the North Street property to a new modern windowless factory on Intervale Road in Fitchburg. Today, Simonds International continues its manufacturing tradition in the city of Fitchburg. Fitchburg Machine Works closed in 1924 and the building at 64 Main Street has been occupied since 1936 by a plumbing supply business.

World War II brought a brief resurgence of industry to the Moran Square area. During World War II, Simonds Saw and Steel Company reopened portions of their North Street plant for the manufacture of armor plate. The Cowdrey Machine Division factory at 41 Sawyer Passway once again went into production for the war effort, producing 75mm tank guns and gun mounts in a large facility built in 1941 for wartime production to the north of the ca. 1915 plant (Map #18, Photo #9).

The end of the district's period of significance was established as 1967 to acknowledge the 50-year cut-off date, but the area began experiencing a decline earlier in industrial activities after World War II. In 1946, the Dixie Cup Company acquired Cowdrey Machine Division and renamed it the Dixie-Cowdrey Machine Corp. The firm occupied the older brick factory at 41 Sawyer Passway until they moved to a more suburban location in Fitchburg in 1955. In 1947, the war plant built in 1941 for Cowdrey Machine Division was purchased by Duesberg-Bosson, manufacturers of textile machinery. The Brown Bag Filling Machine Company remained in the Syndicate Block until 1948 when they sold the building to Clare F. Tarbox for conversion into a large furniture store. The building at 10 Main Street would later be occupied by Tarbox Furniture Company (1948, see Figure 36) and Harper Furniture (ca. 2005).

The Simonds Saw and Steel Company plant was subdivided into individual factories and sold to different entities following the end of World War II. The building at 26 Willow Street was purchased by Doehla Greeting Cards Inc., for use as a greeting cards factory between 1946 and 1950; it was later used as a scratch and dent warehouse and was known as the Winthrop Building. Today the building is used for student housing. The company also maintained a paper and card warehouse at 25 Sawyer Passway. The C. H. Brown building at 11 Willow Street (FIT.402, Map #41, Photo #3) now serves a residential purpose.

#### *Community Planning and Development: Civic and Commercial Development in Moran Square*

The presence of so many industrial buildings, many originally wood-frame in construction, and increasing density throughout the area, no doubt were the impetus for the location of the Summer Street Fire Station in Moran Square. Additionally, Sylvanus Sawyer's offer to sell a 5,200-

Moran Square Historic District

Worcester, MA

Name of P

square-foot parcel on the south side of Summer Street next to his greenhouses to the city for 80 cents a square foot was readily accepted for this purpose.<sup>15</sup> The fire station was built in 1893 at 5 (15 in assessor's records) Summer Street (Map #24, Photo #15 and #21, see Figure 16 and 17, 1895 city atlas and Figure 18, 1897 Sanborn map). Two other fire stations are known to have been built in this decade as well: the Water Street Fire Station (1896) and the Central Fire Station (1894) at 28 Oliver Street (FIT.134). The three buildings share similar architectural elements, indicating they were likely designed by the same architectural firm (although the name is unknown). The Summer Street Fire Station was first occupied by the Niagara Hose Company No. 4. The company included a foreman, assistant foreman, a driver, a clerk, and twelve other men. By 1897, the hose company was joined by the Franklin Hook and Ladder Company No. 1, formerly located at the central station on Oliver Street. The station remained the home of a hook and ladder and a hose company until the late 1960s. It was closed in August of 1980. The following year it reopened for use as the Civil Defense Department, but was closed again in 1986 and remains vacant.

In the late 19<sup>th</sup> century, Fitchburg's prospering industrialists and others built large multi-story buildings along Main Street to serve as offices for their businesses or corporations as well as other retail and commercial uses. While most of the large buildings had retail tenants at the street level, the upper floors accommodated business offices, professional offices, small manufacturing facilities, and residences. Like the western end of Main Street, Moran Square was the site of several of these large multi-story, multi-use blocks. The Syndicate Block (originally called the Real Estate Association Building) at 10 Main Street (Map #9, Photo #8) hosted several street level retail shops in the late 19<sup>th</sup> century while the Brown Bag Filling Machine occupied the upper floors (see Figure 29, image of building from 1915 aero view). A three-story building at 15–25 Lunenburg Street, (Map #7, Photos #17, #18) known as the Blood Block, was built around 1900 and had a bicycle shop and wholesale bananas concern in its earliest years (see Figure 21, photograph of building and Figure 26, detail of 1902 Sanborn map).

Nearby to the south, the granite Moran Building at 1–5 Lunenburg Street (FIT.400, Map #2, Photos #15, #20) was occupied by a grocery store, pharmacy, and other small retail shops along Lunenburg and Summer streets, with apartments on the floors above. It was built in 1908 by general contractor and real estate developer John Moran, for whom Moran Square was named around 1911. The Moran Building was designed by H. M. Francis & Sons, the firm established in 1902 by Henry M. Francis (1836–1908) with his two sons, Frederick and Albert. It was the leading architectural firm in Fitchburg in the 19<sup>th</sup> and early 20<sup>th</sup> centuries, responsible for many high-style buildings in Fitchburg and other communities in New England that included churches, schools, libraries, commercial buildings, and many residences. Henry M. Francis, a Lunenburg native, started his own practice in 1868 in Fitchburg after several years with architects in Maine and Boston. The firm was in business until 1943, with his sons in charge of the practice after Henry M. Francis's death in 1908.

Uphill from the Moran Building on Summer Street, the Royal Apartments building (Map #25, Photo #22) was constructed ca. 1909 at 10–12 Summer Street (see Figure 30, 1915 aero view

<sup>15</sup> Fitchburg Historical Society, exhibit on the history of firefighting in the city (May 2017).

Moran Square Historic District

Worcester, MA

Name of P

showing building and other Moran-developed buildings). The building was also developed by John Moran, who had just completed the Moran Building in 1908. The fourth story of the building was added around 1910. Mostly an apartment building, the Royal hosted businesses in its ground-floor storefronts in the early 20<sup>th</sup> century and was the location for a wholesale tobacco business called Prime Tobacco Company in the mid-20<sup>th</sup> century.

In the 1890s and early 1900s, the City Beautiful Movement advocated the beautification of cities to “create moral and civic virtue” among city inhabitants. The movement was popularized at events such as the 1893 World Columbian Exposition in Chicago and the 1904 Louisiana Purchase Exposition in St. Louis. Locally the Fitchburg Improvement Society advocated for the creation of public spaces and improvements to beautify the city. Although never officially a city park, the long block on the east side of Lunenburg Street and north of Summer Street, known as Brown’s Field, was maintained as a grass-covered space with a few interior trees and surrounded by a decorative fence as early as 1882 (see Figure 8 and 9, 1882 birds’-eye view). The property of industrialist C. H. Brown, the space gained a bandstand in 1892 that was funded by two city residents (see Figure 17, 1895 city atlas and Figure 19, 1897 Sanborn map; *Fitchburg Sentinel*, June 22, 1892). By 1897, the north end of the lot contained several residences.

In 1898, the city purchased the southwest area of the Brown property for \$6,000.00. In 1901, the local chapter of the Women’s Christian Temperance Union donated the funds for a watering trough for horses in the approximate location of the current monument. The area was without an official name until 1911, when it received the name Moran Square, presumably for the developer John Moran who had already built two large commercial/residential buildings to the east of the square in 1908 and 1909.<sup>16</sup>

By 1915, the large open space that the Moran Building and other buildings to the north occupied at its southern end was gone, although it appears that a small circular area with a single large elm tree was placed within the center of Lunenburg Street just north of the Moran Building (see Figure 30, 1915 image of John Moran buildings). The square was vastly improved in 1924 with the erection of a statue by the City of Fitchburg’s Soldiers Memorial Commission to commemorate the valor and patriotism of the men who served in the war with Spain (FIT.903, Map #13, Photo #15 and #19). The statue is one of 50 cast by Gorham Manufacturing Co and erected in cities and towns across the country to commemorate soldiers who fought in the Spanish American War, the Boxer Rebellion, and the American War in the Philippines. The statue is known as “the Hiker.” The original was created in 1906 and sits in front of the armory at the University of Minnesota to honor the U of M students who served in the Spanish-American War. A copy of the Hiker statue in Fitchburg was dedicated in 1924 and was placed in a small triangular island (Map #14, Photo #15 and #19) that is first shown in the 1936 Sanborn map (see Figure 34) as a “park,” but it was improved around 1924 for the monument.<sup>17</sup> The island was centered in the middle of Lunenburg Street where the roadway was wider due to the squaring off of the former C.H. Brown parcel between 1897 and 1902 (see Figures 18 and 24, 1897 and 1902 Sanborn maps), presumably when the City purchased the land in 1898.

<sup>16</sup> Barbara Crocker, “Moran Square,” Fitchburg Historical Society..

<sup>17</sup> A watering trough was removed from the square in August 1924 “to make room for [the] Spanish War Memorial (*Fitchburg Sentinel*, December 31, 1924, 10.)



Moran Square Historic District  
Name of P

Worcester, MA

With the proximity to so many large industrial plants and the growing commercial development in the square, businesses to support the workers in the foundries and mills opened in the retail spaces in the commercial blocks. Although the Moran Building at 1–5 Lunenburg Street was originally home to N. M. Batchelder Grocers, it was later occupied by a pharmacy, barbershop, and restaurant between 1917 and 1965. Another restaurant was located in the Syndicate Block around 1917 and a tailor and barber shop were located there between 1917 and the 1950s. The rapidly growing use of automobiles prompted several automobile-related businesses in the area in the early 20<sup>th</sup> century (see Figure 33 and 34, 1936 Sanborn map), including Dadmum Motor Company (1924) and later a garage and T. McCormick truck transfer at 27 Lunenburg Street (Map #8, Photo #17); a battery store at 8 Lunenburg Street (Map #3, Photo #14); a filling station at 12 Lunenburg Street (Map #5, Photo #14); and another early motor sales company, Fitchburg Motor Sales, at 21 Willow Street (Map #42, Photo #3). The series of connected buildings at 25 Willow Street (Map #42, Photo #2) reflect the evolution of the area as the oldest building dates to ca. 1880 and was used for manufacturing (a bottling works) purposes, while the other buildings in the complex from ca. 1925 and ca. 1945 were used for offices, followed by another stint of manufacturing use that continues today.

An interesting contributing resource in the Moran Square Historic District is the Worcester Luncheon Dining Car #765/Moran Square Diner, built in 1939 (FIT.2236, Map #15, Photo #13 and #14). Horse-drawn lunch wagons appeared in Massachusetts in the late 1880s primarily to serve night workers in the factories. By the 1920s, roadside dining cars replaced the wagons. Dining cars served meals 24 hours a day. The earliest dining cars were placed in busy downtown business districts and near industrial facilities, exemplified by the Moran Square Diner at 6 Myrtle Avenue. It arrived at the northeast corner of Main Street and Myrtle Avenue in 1940. Like many early Worcester Lunch Car Company dining cars, it has a barrel-roof form. The diner ceased operating 24 hours a day in 1949. It was owned and operated by the members of the Louis Vitelli family from 1940 until 1993, and is operated today by the Gianetti family.

#### *Community Planning and Development: Residential Development in Moran Square*

Prior to the rapid industrial and commercial development of the square in the late 19<sup>th</sup> century, the area to the north and east of what would become Moran Square was primarily residential. (Figure 3, 1857 map; Figure 4, 1870 map; Figure 5, 1875 map; and Figure 8, 1882 bird's eye view) A large lot north of Main Street between Myrtle Avenue and Willow Street was occupied by the house of J. W. Fairbanks around 1870, but is no longer extant. A little further to the east was the ca. 1865–1870 Second Empire home and separate barn structure of Sylvanus Sawyer on Summer Street (FIT.1400 and 1401, Map #27 and #32, Photos #24, #25 and #27, respectively) and other extant Second Empire residences at 9 Highland Avenue (Map #1, Photo #16; 28 Summer Street (Map #29, Photo #22); 30 Summer Street (Map #30, Photo #23), 34 Summer Street (FIT.1402, Map #34, Photo #26), and 42 Summer Street (FIT.2232, Map #40, Photo #29).

Situated on a western facing bluff on the north side of the North Nashua River valley, Summer Street was mainly an upper class residential neighborhood that developed because of its proximity to the early development in Moran Square. Early residents of the area included



Moran Square Historic District

Worcester, MA

Name of P

Sawyer, who lived at 21–23 Summer Street (FIT.1400, Map #27, Photo #24 and #25) with two female cousins until his death in 1895. Sewell Lovell, a machinist who later become a foreman at Fitchburg Machine Works (FIT.401, Map #12, Photo #5 and #7) built a Second Empire house at the northeast corner of Summer and Winter streets (no longer extant) where he lived for many years.<sup>18</sup> Other machinists lived in the area, indicated by the 1880 census, including George Goodrich and his family; George Butters, a railroad clerk; and John Casey, a boiler maker.<sup>19</sup>

In 1886, the placement of a streetcar line on Summer Street facilitated the subdivision of the large estates into smaller lots on adjacent side streets for more suburban middle class suburban homes in the late 19<sup>th</sup> century. One Queen Anne residence was built at 36 Summer Street (Map #36, Photo #26), but otherwise no other single-family houses were built here.

Opposite the Sawyer house and barn was the home of Caleb W. Jaquith (1813–1893), proprietor of the Fitchburg Hotel in the center of the city. The brick C. W. Jaquith house was built ca. 1850 in the Greek Revival style (FIT.1402, Map #34, Photo #26). Caleb and his wife Eunice lived in the house until their deaths in 1893 and 1894, respectively. Their heirs occupied the house until 1913. Between 1913 and 1917, the house was converted to a three-unit residence, a trend typical during that time in the Moran Square area. The trend was also evidenced at 42 Summer Street (FIT.2232, Map #40, Photo #29), which was occupied by Annie Young, a Scottish widow who owned the house as early as 1920, and her family with two other households.<sup>20</sup> Of the other remaining Second Empire Summer Street residences, all except 34 Summer Street, occupied by Thomas Matthews, a manager with an auto supply company, and his family, held two to three households in the 1920 census.<sup>21</sup>

In first decade of the 20<sup>th</sup> century, several large apartment buildings, some with commercial storefronts, began to be built to accommodate the growing population in the area. The earliest was the non-extant Sawyer Building at 43 Summer Street (Map #33), which was built by Sylvanus Sawyer's heirs, some of whom lived in the building. Another early residential building was the Blood Block at 15–25 Lunenburg Street (Map #7, Photo #17 and #18). The area contained a high percentage of the apartment buildings in the city, attesting to its desirability for multi-family housing and potential for development of such large buildings in what was previously either open land (especially the large lot owned by C. H. Brown on the east side of Lunenburg Street) or sparsely developed.

The most prolific developer was John Moran, a contractor and building mover, who is documented to have built at least three buildings in the district (see Figure 30, 1915 view of Moran's buildings in Moran Square), two of which are extant. His first building was the Moran Building, which was designed by H. M. Francis & Sons in 1908 (FIT.400, Map #2, Photo #15,

<sup>18</sup> *Fitchburg Daily Sentinel*, "Local Matters," obituary for Sewell K. Lovell, March 8, 1904, 2.

<sup>19</sup> 1880 U. S. Census, schedule of inhabitants, Summer Street, Enumeration District 879, 30. Accessed on ancestry.com.

<sup>20</sup> 1920 U. S. Census, Schedule of Inhabitants, Ward 6, Summer Street, 19 and 20. The MHC inventory form for this property notes it was called the Sawyer Apartments, but no evidence was found for that statement. The Sawyer apartment block was located across the street at 43 Summer Street (demolished).

<sup>21</sup> 1920 U.S. Census, Schedule of Inhabitants, Ward 6, Summer Street, 13 and 14.

Moran Square Historic District

Worcester, MA

Name of P

20). Moran also built two adjacent apartment buildings: the ca. 1909 Royal Apartments at 10–12 Summer Street (Map #25, Photo #22) and the Imperial Apartment Building, which formerly stood at 7-1/2 Lunenburg Street, just north of the Moran Building. Moran added a fourth story to the Royal Apartments around 1910, presumably due to further residential needs, while the Imperial was erected as a six-story building, which in 1920 had over 28 families living there, many who, in addition, housed boarders. In 1920, the Royal Apartments housed five small households, included Joseph Coleman, a 28-year old poolroom proprietor and his family; Edward Wilkins, a street railway laborer, and his family; and Myrtle Holmes, a bookkeeper, who had three roomers living with her.<sup>22</sup> Most residents of the apartment buildings were clerks, salespeople, nurses, accountants, store proprietors, and others in non-manual labor positions. In the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, most of the residents hailed from Massachusetts, New England, or had recently emigrated from Scotland, Canada, or Ireland. Moran himself was a resident of the Imperial Building and the Moran Building in the early years of the 20<sup>th</sup> century. The Imperial Building was lost in a devastating fire in 1974; the building had 68 units at that time, possibly the result of subdivision of the larger apartment units.

It appears some of the residents located here to be close to their jobs, or utilized the streetcar lines to commute. For example, one-half of the structure at 31–33 Summer Street (FIT.1401, Map #32, Photo #27) was occupied by Herbert L. Battles and his family from 1916–1925. Herbert Battles was the chief engineer at Fitchburg Gas and Electric Light Company located on Sawyer Passway at this time (61 and 74 Sawyer Passway, Map #20 and #21, Photo #10 and #11, respectively).

Later in the 20<sup>th</sup> century, despite an increase in the city's population to a high of over 43,000 people in 1970, many of the apartment buildings and houses in the Moran Square area were either partially vacant or had very few occupants in the units. Presumably, more residents lived in more suburban locations away from the city center. In 1950, all of the large apartment buildings in the Moran Square area—the Moran Building, Royal Apartments, Imperial Building, the Sawyer Apartments, Blood Block, and the Bernon Building (at the northwest corner of Summer and Winter streets)—were all extant (Figure 39, 1950 Sanborn map). Two of them, the Sawyer and the Imperial Building, are known to have been lost to fire in 1963 and 1974, respectively, and it is presumed that the other non-extant Bernon Building met the same fate.

It should be noted that an increasing trend in the area today is the use of former industrial buildings for residential purposes, seen at the former C. H. Brown industrial building at 11 Willow Street (FIT.402, Map #41, Photo #3) and the Simonds Building at 26 Willow Street (FIT.2252, Map #44, Photo #1).

<sup>22</sup> 1920 U.S. Census, Schedule of Inhabitants, Ward 6, Enumeration District 67, 1, accessed on ancestry.com.

Moran Square Historic District

Worcester, MA

Name of P

*The Architecture of the Moran Square Historic District*

### *Industrial Architecture*

The industrial architecture of the Moran Square Historic District reflects the consistency of building types and materials generally found in industrial areas in the second half of the 19<sup>th</sup> and first half of the 20<sup>th</sup> centuries. Brick is the predominant material, with granite foundations in the 19<sup>th</sup> century and concrete foundations more prevalent in the 20<sup>th</sup> century. The earliest industrial building in the district, 64 Main Street (ca. 1860, FIT.401, Map #12, Photo # 5 and #7), follows a more traditional 20<sup>th</sup>-century building type. The masonry building with a gable roof is Greek Revival and Romanesque Revival in style with pilasters topped by granite capitals and a pronounced full pediment at each gable end. Other late 19<sup>th</sup>-century industrial buildings in the district utilized popular styles like the Second Empire building at 11 Willow Street (ca. 1875, FIT.402, Map #41, Photo #3) and the diminutive Greek Revival/Romanesque Revival building at 21 Myrtle Avenue (ca. 1873, FIT.2075, Map #16, Photo #6).

In the 20<sup>th</sup> century, industrial buildings became more utilitarian in style, with fewer decorative features and generally had low pitched or flat roofs like 26 Willow Street (1918, FIT.2252, Map #44, Photo #1) and 41 Sawyer Passway (ca. 1915, Map #19, Photo #9). Post-World War I industrial architecture reflects the more modern architectural styles driven by advances in building technology as well as the influence of industrialization. Steel and concrete buildings sheathed with veneers of masonry or metal panels became more common. The details and forms of factory buildings more often reflected machine design, with a strong emphasis on horizontal lines and forms. Low one-story buildings with few or no windows became more popular. The 1941 expansion of 41 Sawyer Passway (Map # 18, Photo #9) reflects this modern trend.

### *Commercial Architecture*

The last decade of the 19<sup>th</sup> century saw the construction of more ornate large commercial blocks, reflecting the success of the city's industries and its wealth. In Moran Square the three-story Syndicate Block at 10 Main Street (1892–1897, Map #9, Photo #8) was the earliest, and was built to accommodate retail at the street level with business offices and small industrial shops on the upper floors. The varied styles of the commercial blocks reflect the historically inspired stylistic trends of their era, but all share a common tripartite design with a pronounced base divided by materials or details from the upper stories and a prominent cornice, also illustrated by the ca. 1900 Blood Block (15–25 Lunenburg Street, Map #7, Photo #17 and #18), which is simpler but still reflects the classical form.

The pivotal commercial/residential Moran Building (FIT.400, Map #2, Photo #15 and #20) at the intersection of Summer, Main, and Lunenburg streets in the center of the district is representative of the increased accommodations for retail and residential functions as the area grew in the early 20<sup>th</sup> century. The stone building, designed by notable Fitchburg architectural firm H.M. Francis & Sons, displays a sophisticated form and detailing that result in its notability within the district. Commissioned in the year of Henry M. Francis' death, the building was likely the work of his sons Frederick (1870–1919) and Albert (1876–1946), who joined his firm in 1902 and continued

Moran Square Historic District

Worcester, MA

Name of P

the architectural practice until 1943. Frederick Francis was a graduate of MIT in 1892. Albert ran the firm after his brother's death in 1919, designing many garages and alterations to already-existing Francis designs,<sup>23</sup> including the ca. 1929 chapel addition to his father's 1868 Rollstone Congregational Church in Fitchburg (FIT.405, 199 Main Street). Albert Francis is also credited with the design of the ca. 1924 Oak Hill Country Club in Fitchburg.<sup>24</sup>

The modern architectural styles of the 20<sup>th</sup> century were driven by advances in building materials and technology. Buildings utilized more steel and concrete and were often sheathed with veneers of stone, terra cotta, or metal panels, with a strong emphasis on horizontal lines and forms. Single-story commercial buildings were more prevalent than multistory blocks. Two extant one story commercial buildings, built ca. 1915 at 35 Main Street (Map #11, Photo #4 and 7) and ca. 1930 at 17 Summer Street (Map #26, Photo #15). are typical of this era of commercial construction, although both have been somewhat altered by modern materials. The most common alterations to commercial buildings within the historic district were the replacement of windows and the updating of storefronts. The altered storefronts reflect changing retail needs and styles of the early to mid-20<sup>th</sup> century. The masonry buildings at 10 Main Street (Map #9, Photo #8) and 1-5 Lunenburg Street (FIT.400, Map #2, Photo #15 and 20) have storefronts with recessed entrances surrounded by plate glass set in metal or wood frames.

### *Residential Architecture*

The residential architecture of the Moran Square Historic District reflects the changing styles and residential properties in the mid to late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The district includes Greek Revival-, Second Empire-, and Queen Anne-style residences, as well as a large apartment block with characteristics of the three-decker form (the Royal Apartments, Map #25, Photo #22). The Second Empire Sylvanus Sawyer house at 21-23 Summer Street (FIT.1400, Map #27, Photo #24 and #25) and the former Sylvanus Sawyer barn/house at 31-33 Summer Street (FIT.1401, Map #32, Photo #27) are examples of the high-style estates built on large parcels in the mid-19<sup>th</sup> century. In the last quarter of the nineteenth century, more modest housing on smaller lots, like the two Second Empire dwellings at 28 and 30 Summer Street (Map #29, Photo #22 and Map #30, Photo #23) and the Queen Anne dwelling at 36 Summer Street (Map #36, Photo #26), were constructed. In the early 20<sup>th</sup> century, the need for more housing in the downtown led to the construction of apartment blocks like the 1908 Moran Building at 1-5 Lunenburg Street (FIT.400, Map #2, Photo #15 and #20) and the Royal Apartments at 10-12 Summer Street, built ca. 1909 (Map #25, Photo #22). The movement of families from their estates to more suburban dwellings and the pressing need for housing in the downtown led to the subdivision of the 19<sup>th</sup>-century homes into multi-unit rental apartments, many in the first and second decades of the 20<sup>th</sup> century. Most of these previously subdivided homes remain multi-family dwellings today.

<sup>23</sup> Matthew Goguen, <http://histreveille.blogspot.com/2011/04/hm-francis-architect-of-fitchburg.html>.

<sup>24</sup> Oak Hill Country Club, <http://www.oakhillcc.org/history>



Moran Square Historic District  
Name of P

Worcester, MA

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Worcester, MA

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_  
 recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other

Name of repository: VHB

Moran Square Historic District  
Name of P

Worcester, MA

**Historic Resources Survey Number (if assigned):** FIT.Y (Moran Square), FIT.L (Summer Street Area)

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### 10. Geographical Data

**Acreeage of Property** 13 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |              |            |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |

**Or**

**UTM References**

Datum (indicated on USGS map): Lowell, Massachusetts/New Hampshire 1:100 000-scale metric, 1988

NAD 1927 or  NAD 1983

|              |                 |                   |
|--------------|-----------------|-------------------|
| A. Zone: 19N | Easting: 270806 | Northing: 4718324 |
| B. Zone: 19N | Easting: 270933 | Northing: 4718328 |
| C. Zone: 19N | Easting: 271122 | Northing: 4718192 |
| D. Zone: 19N | Easting: 271200 | Northing: 4717990 |
| E. Zone: 19N | Easting: 271022 | Northing: 4717998 |
| F. Zone: 19N | Easting: 270871 | Northing: 4718106 |

**Verbal Boundary Description (Describe the boundaries of the property.)**

See city of Fitchburg assessor's maps 44, 45, 56, and 57 for the historic district boundaries, which are outlined in red. Assessor map #69 is also included to show the small area of the southwest boundary of the district at the southern end of Sawyer Passway, not shown on Map #56, which includes two adjacent and closely sited bridges (Map #22 and #22A) that are not included on any official assessor' parcels. The district boundary in this area goes west in an arbitrary line from approximately 50 feet north of the southwest corner of Assessor parcel

Moran Square Historic District  
Name of P

Worcester, MA

56-19-0 (which contains the former Fitchburg Gas & Electric Light Co. buildings) and crosses Sawyer Passway approximately 30 feet past the western line of the road to include the second bridge (#22A) west of the ca. 1905 bridge (#22). The line then travels to the south to a distance of approximately 60 feet along the western line of this road to the southern end of the road and then goes east 30 feet to the southeast corner of the roadway. The line then runs north approximately 30 feet to connect to the southwest corner of Assessor parcel 56-19-0.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries reflect the concentration of industrial, commercial, civic, and residential properties on Fitchburg's downtown east side that are associated with the area's 19<sup>th</sup>- and early 20<sup>th</sup>-century development and the entrepreneurs who worked, and in some cases, lived, here. To the north, along Lunenburg Street, the area quickly becomes less dense with a series of surface parking lots and buildings that have lost integrity. The area to the north at Willow Street and Myrtle Avenue contain mostly residential properties or open areas. To the east along Summer Street, the concentration of buildings is no longer present, due to a large surface parking lot on the north side at Winter Street and the steep drop in topography on the south side of Summer Street here that prohibited construction. The area west of the district's boundaries is composed of newer commercial development and the large MART Intermodal Transportation Center. To the south, the boundaries are defined by the Nashua River and the tracks of the Fitchburg Commuter Rail line. The area south of these boundaries is mostly devoid of construction due to demolition and/or lack of developable land.

**11. Form Prepared By**

name/title: Rita Walsh, consultant, VHB, using original research by Julie Larry, TTL Architects, and Carolyn Barry, VHB, with Betsy Friedberg, National Register Director, Massachusetts Historical Commission  
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telephone: 617-727-8470  
date: November 2017



Moran Square Historic District  
Name of P

Worcester, MA

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### **Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### **Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### **Photo Log**

Name of Property: Moran Square Historic District

City or Vicinity: Fitchburg

County: Worcester

State: Massachusetts

Photographer: Rita Walsh, VHB

Date Photographed: June 2016 and May 2017

Moran Square Historic District

Worcester, MA

Name of P

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0001.tif  
View northwest of 26 Willow Street, June 2016.

2 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0002.tif  
View northeast of 25 Willow Street at Morris Street.

3 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0003.tif  
View northeast of 11 Willow Street, with 21 Willow Street beyond.

4 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0004.tif  
View of 35 Main Street, facing northwest. Vacant lot to left in photo is site of recently demolished 57 Main Street.

5 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0005.tif  
View of 64 Main Street, facing southwest.

6 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0006.tif  
View west of 21 Myrtle Avenue with 11 Willow Street to the rear.

7 of 19

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0007.tif  
View of Main Street at Myrtle Avenue, facing southwest.

8 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0008.tif  
View of 10 Main Street, facing southeast.

9 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0009.tif  
View northeast of buildings on east side of Sawyer Passway; 64 Main Street is in the background left.

10 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District.0010.tif  
View of 61 Sawyer Passway, facing northeast.

Moran Square Historic District  
Name of P

Worcester, MA

11 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0011.tif  
View of 75 Sawyer Passway, facing east.

12 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0012.tif  
View north of Pratt truss bridge over Nashua River at the end of Sawyer Passway.

13 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0013.tif  
View northeast of Moran Square Diner, 6 Myrtle Avenue.

14 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0014.tif  
View of intersection of Summer, Main, and Lunenburg streets, facing southwest.

15 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0015.tif  
View east of Moran Square intersection of Summer, Main, and Lunenburg streets.

16 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0016.tif  
View of 9 Highland Avenue, facing northwest

17 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0017.tif  
View of 27 and 15-25 Lunenburg Street, facing southeast.

18 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0018.tif  
View of 15-25 Lunenburg Street, facing east.

19 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0019.tif  
View of Spanish-American War Memorial at Moran Square, facing northeast.

20 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0020.tif  
View northeast of Moran Building, 1-5 Lunenburg Street.

Moran Square Historic District

Worcester, MA

Name of P

21 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0021.tif  
View of Summer Street Fire Station, 5 Summer Street, facing south.

22 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0022.tif  
View of Royal Apartments, 10-12 Summer Street, and house at 28 Summer Street, facing northeast.

23 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0023.tif  
View of 30 Summer Street, facing north.

24 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0024.tif  
View of 21-23 Summer Street, facing southwest.

25 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0025.tif  
View of terrace of 21-23 Summer Street, with wide stone steps that lead to stone platform and walls at rear of buildings at 21-23 and 31-33 Summer Street on Parcel 57-4-0.

26 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0026.tif  
View of 34 and 36 Summer Street, facing northeast.

27 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0027.tif  
View of 31-33 Summer Street, facing southwest.

28 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0028.tif  
View of 40 Summer Street, facing north.

29 of 29

MA\_Fitchburg(Worcester County)\_Moran Square Historic District\_0029.tif  
View of 42 Summer Street, facing northwest.



Moran Square Historic District

Worcester, MA

Name of P

### Figures

Figure 1. Moran Square Historic District. UTM Boundary Points (enclosed separately from nomination)

Figure 2. Moran Square Historic District Photo Key. (enclosed separately from nomination)

Figure 3. 1857 Walling Map of Worcester County, Fitchburg inset.

Figure 4. 1870 Beers Atlas of Worcester County.

Figure 5. Detail of 1875 H. H. Bailey map of Fitchburg showing Moran Square area.

Figure 6. Detail of Sylvanus Sawyer property (21–23 and 31–33 Summer Street) in 1875 H. H. Bailey map of Fitchburg.

Figure 7. 1878 ad for Sylvanus Sawyer's floriculture business in *Fitchburg Sentinel*, June 7, 1878.

Figure 8. 1882 Birds-eye View of Fitchburg.

Figure 9. Detail of Sylvanus Sawyer property, 1882 Bird's-eye view.

Figure 10. 1887 Sanborn map, Sheet 11 that shows the west side of Willow Street.

Figure 11. 1887 Sanborn map, portion of Sheet 12, showing northwest area of district.

Figure 12. 1887 Sanborn map, portion of Sheet 13, showing Fitchburg Machine Works in lower right-hand corner, north is to the right.

Figure 13. 1892 Sanborn-Perris Map, portion of Sheet 11, with Fitchburg Machine Works in lower right.

Figure 14. 1892 Sanborn-Perris Map, portion of Sheet 12, showing west side of Willow Street.

Figure 15. 1892 Sanborn-Perris Map, portion of Sheet 15, showing north and east areas of district.

Figure 16. 1895 city atlas detail in area of historic district.

Figure 17. Detail of 1895 city atlas showing detail of Sylvanus Sawyer property.

Figure 18. 1897 Sanborn-Perris Map, portion of Sheet 14.

Moran Square Historic District

Worcester, MA

Name of P

Figure 19. 1897 Sanborn-Perris Map, portion of Sheet 17.

Figure 20. 1897 Sanborn-Perris Map, portion of Sheet 19, Fitchburg Machine Works in lower right corner.

Figure 21. View of the building at 15–25 Lunenburg Street around 1900, showing the front of George Lewis' bicycle shop in left center storefront.

Figure 22. 1902 Sanborn map, portion of Sheet 7, Fitchburg Machine Works in lower right corner.

Figure 23. 1902 Sanborn map, portion of Sheet 9, showing northwest area of district

Figure 24. 1902 Sanborn map, portion of Sheet 10, intersection of Main and Lunenburg streets at bottom left corner

Figure 25. 1902 Sanborn map, portion of Sheet 11, intersection of Summer and Lunenburg streets

Figure 26. Detail of 1902 Sanborn map, Sheet 11, showing the location of George Lewis' bicycle shop at 15–25 Lunenburg Street building.

Figure 27. View of C. H. Brown buildings being moved in 1910, from "Moving a Brick Machine Shop," *American Machinist*, June 9, 1910.

Figure 28. 1915 Aero View of Fitchburg, MA. View looking southeast includes the Fitchburg Machine Works building on the right with the Syndicate Building to its left; the Simonds plant in the front center; and the Moran Building at Moran Square.

Figure 29. View of Syndicate Building, 10 Main Street, occupied by Brown Bag Filling Machine Co., from 1915 aero view.

Figure 30. View of Moran Square and John Moran's Moran Building, from 1915 Aero View of Fitchburg, MA.

Figure 31. Detail of 1915 aero view showing detailed view of Sawyer houses and greenhouses (latter in right bottom) and the three-story apartment building, named the Sawyer.

Figure 32. 1936 Sanborn map, portion of Sheet 6, showing west side of Willow Street to Main Street in northwest area of district.

Figure 33. 1936 Sanborn map, portion of Sheet 7, intersection of Main, Summer and Lunenburg streets.

Moran Square Historic District

Worcester, MA

Name of P

Figure 34. 1936 Sanborn map, portion of Sheet 8, area east of Lunenburg Street.

Figure 35. 1936 Sanborn map, Sheet 12, southern and eastern area of district.

Figure 36. View of Moran Square, looking west toward Main Street around 1940.

Figure 37. 1950 (1936 updated to 1950) Sanborn map, portion of Sheet 6A.

Figure 38. 1950 (1936 updated to 1950) Sanborn map, portion of Sheet 7.

Figure 39. 1950 (1936 updated to 1950) Sanborn map, portion of Sheet 8.

Figure 40. 1950 (1936 updated to 1950) Sanborn map, portion of Sheet 12.

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC

Moran Square Historic District  
 Name of P

Worcester, MA

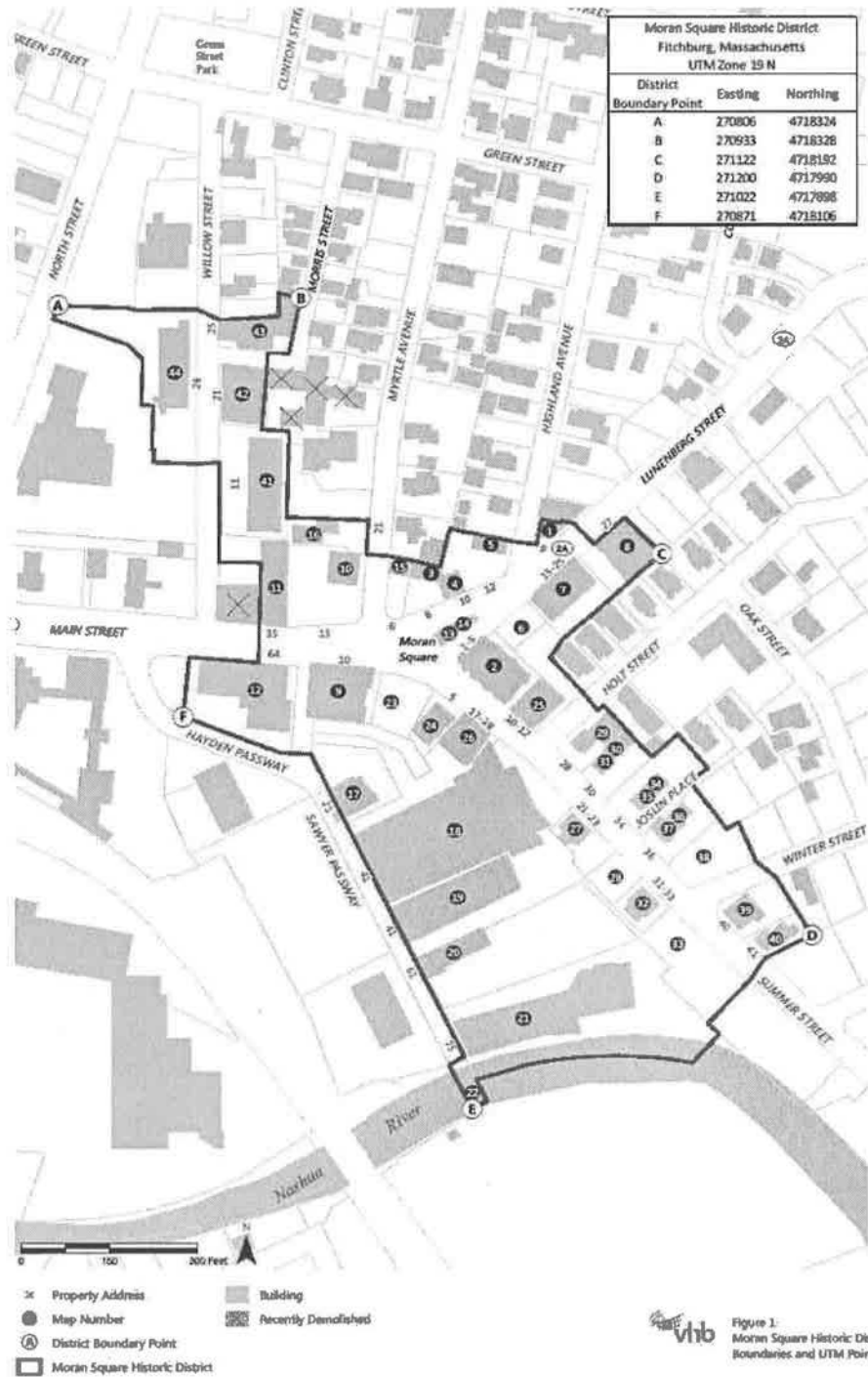


Figure 1. Moran Square Historic District with UTM points.



Moran Square Historic District

Worcester, MA

Name of P

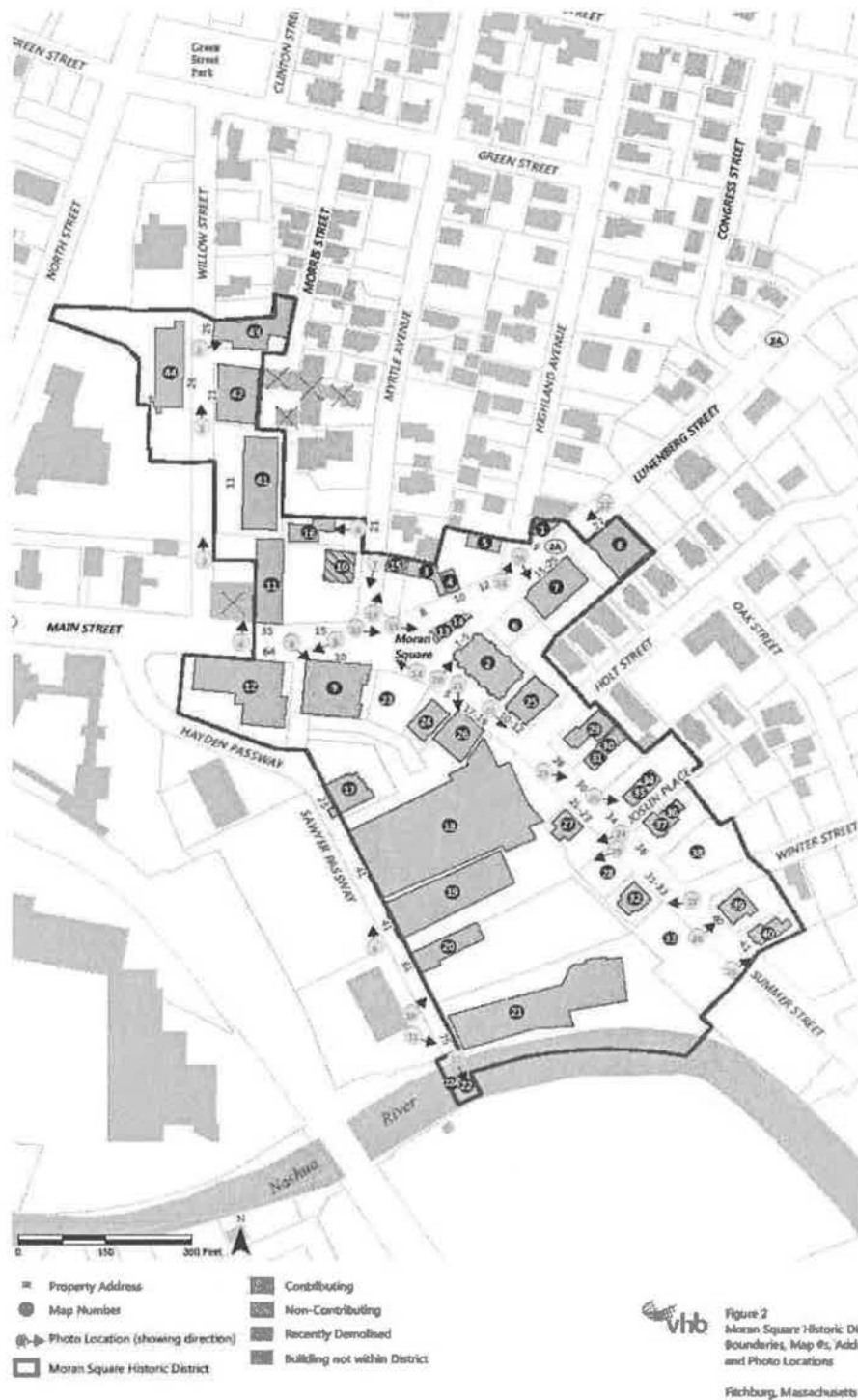


Figure 2. Moran Square Historic District Photo Key.

Moran Square Historic District  
Name of P

Worcester, MA



Figure 3. 1857 Walling map of Worcester County. Black oval is centered on district.

Moran Square Historic District

Worcester, MA

Name of P

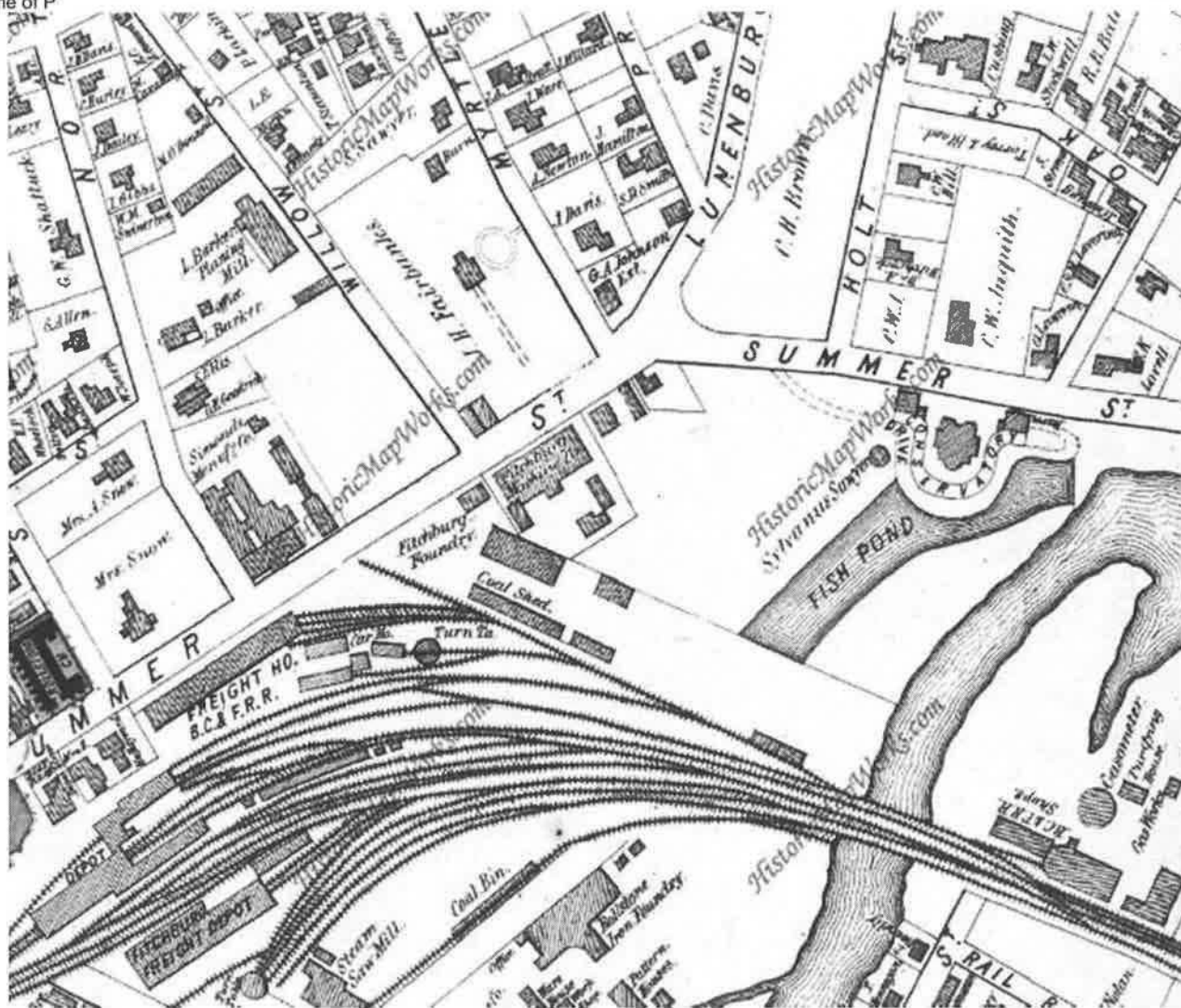


Figure 4. 1870 Beers map of Worcester County, Fitchburg inset, north is up.

Moran Square Historic District  
Name of P

Worcester, MA



Figure 5. Detail of 1875 H. H. Bailey map of Fitchburg showing Moran Square area. North is up.

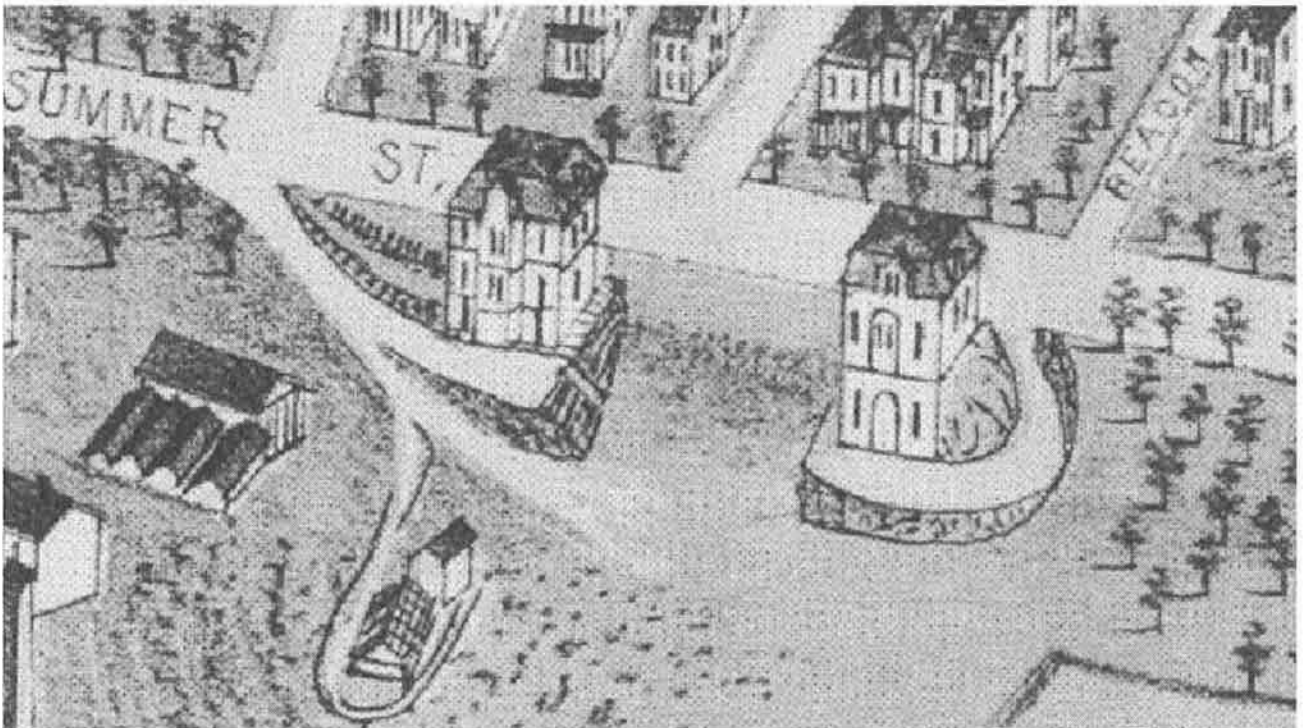


Figure 6. Detail of Sylvanus Sawyer property (21-23 and 31-33 Summer Street) in 1875 H. H. Bailey map of Fitchburg. Note building on right (31-33) has what appears to be a barn door on lowest level and possible hay loft door above). North is up.



Moran Square Historic District  
Name of P

Worcester, MA

**FOR SALE AT FITCHBURG**

**Floral Conservatory !!**

**Seeds, Seeds,  
AND  
PLANTS! PLANTS!!**

Garden and Flower Seeds of our own raising,  
and selections from the stocks of other growers.

**SEED POTATOES.**

Early Vermont. This potato is considered to  
be one of the very best and earliest variety  
known.

Canada Early Rose, and Excelsior. These va-  
rieties are too well known to need description.  
Carefully selected seed of our raising.

**Fruit and Ornamental  
Trees**

Pear, Peach, Plum, Cherry, Quince, and Orna-  
mental Evergreen Trees. Goosberry and Cur-  
rant Bushes, Strawberry Plants, &c.

**PLANTS.**

Flowering and Follage Bedding Plants, and al-  
so Garden Plants, such as Early and Late Cab-  
bage, Tomato, Pepper, Cellery and Egg Plant,  
Asparagus roots, etc., by the dozen, 100 or 1000.

Send for circular and price list. **119-6W**

**SYLVANUS SAWYER,**

Figure 7. 1878 ad for Sylvanus Sawyer's floriculture business in *Fitchburg Sentinel*,  
June 7, 1878

Moran Square Historic District  
Name of P

Worcester, MA

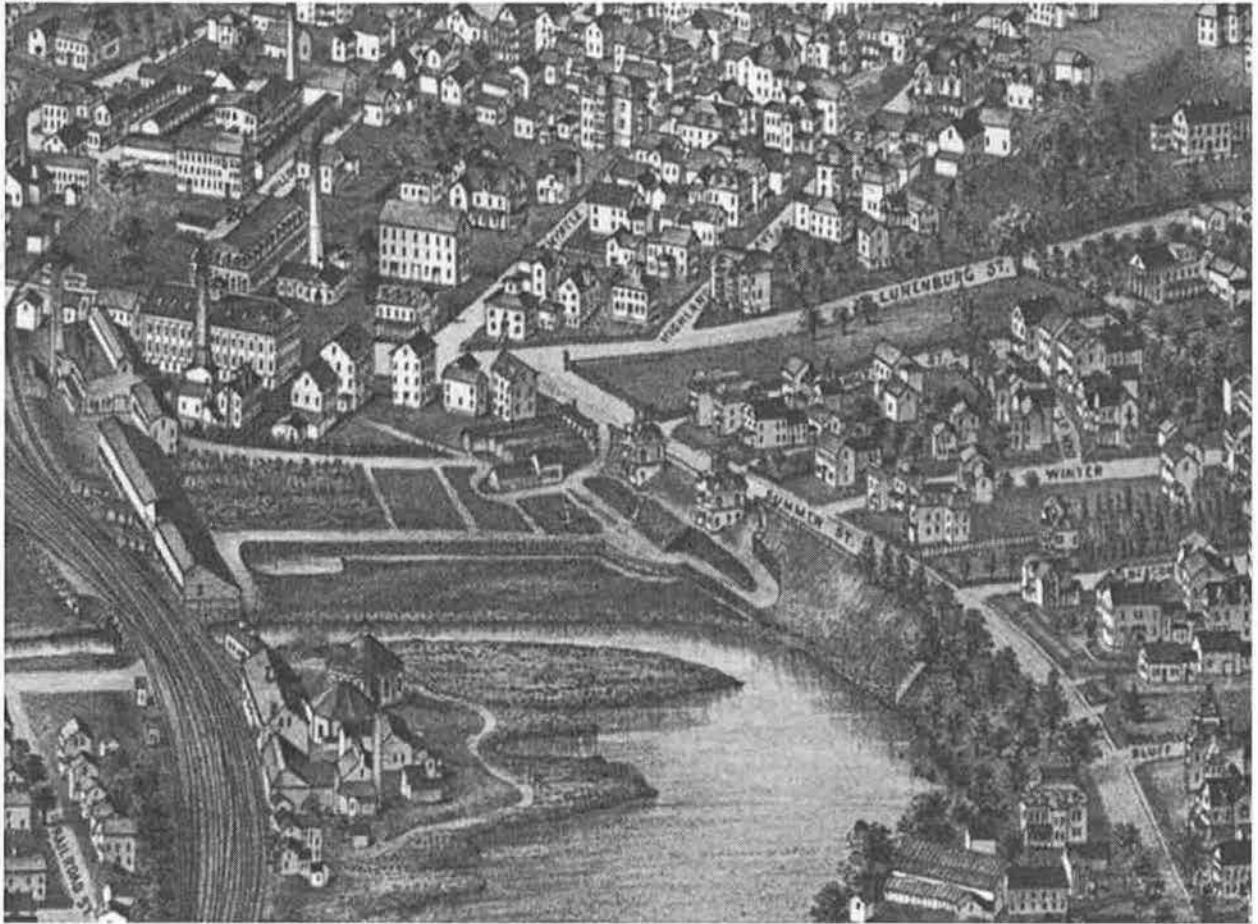


Figure 8. 1882 Birds-Eye View of Fitchburg, View to the north.

Moran Square Historic District  
Name of P

Worcester, MA

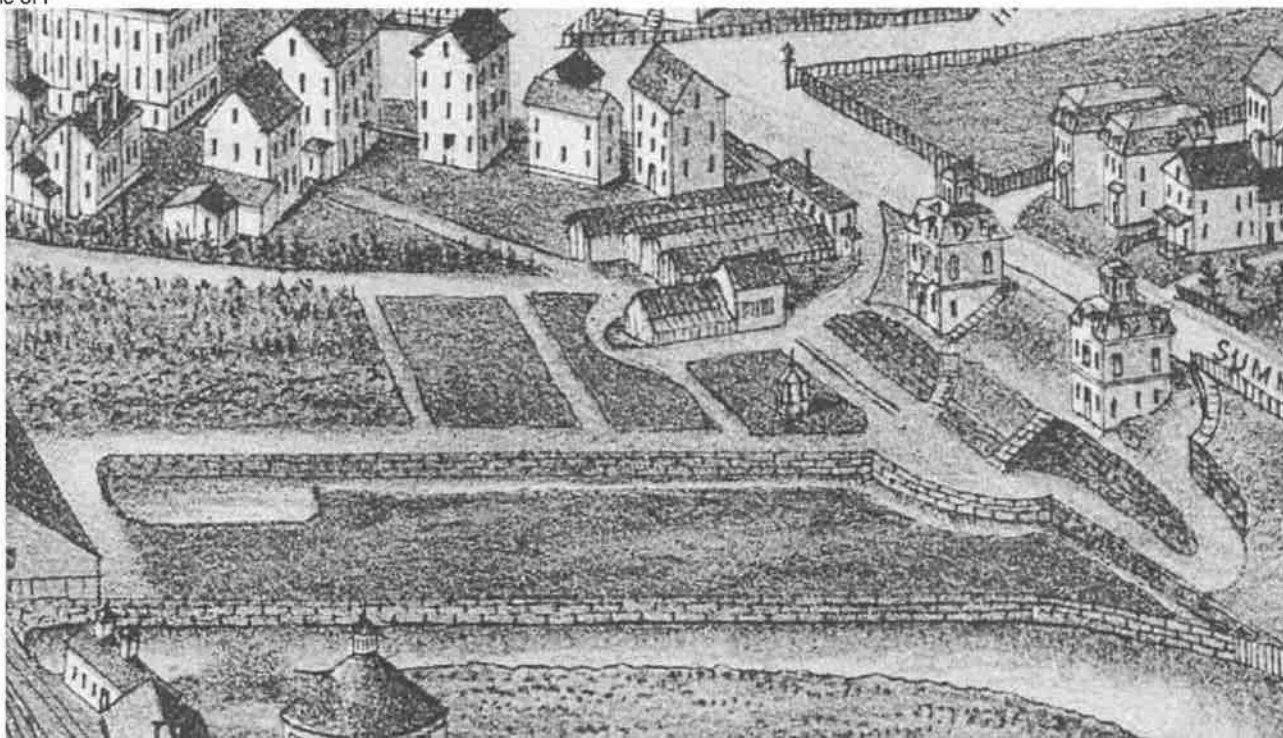


Figure 9. Detail of Sylvanus Sawyer property, 1882 Bird's eye view.

Moran Square Historic District

Worcester, MA

Name of P

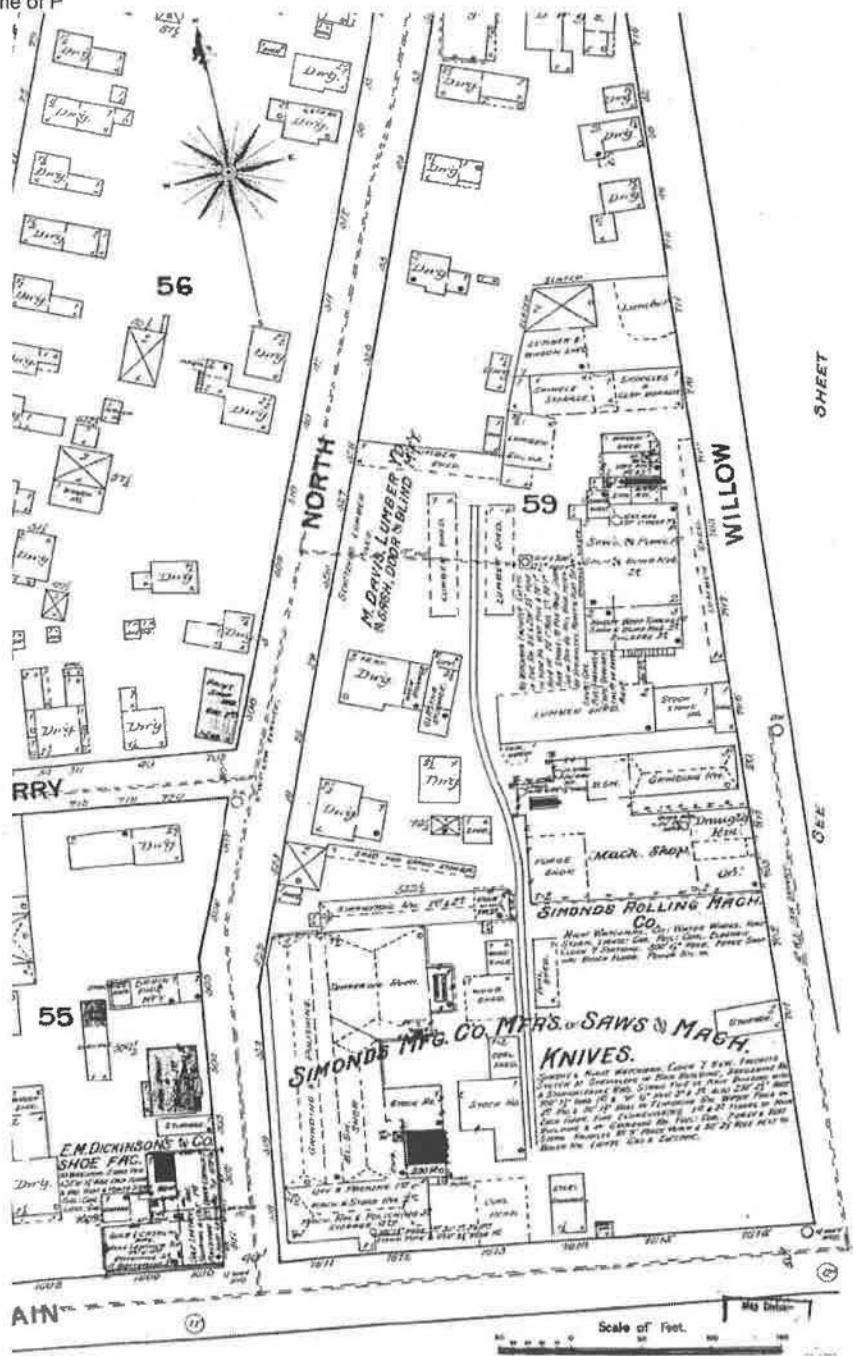


Figure 10. 1887 Sanborn map, portion of Sheet 11 that shows the west side of Willow St.



Moran Square Historic District  
Name of P

Worcester, MA

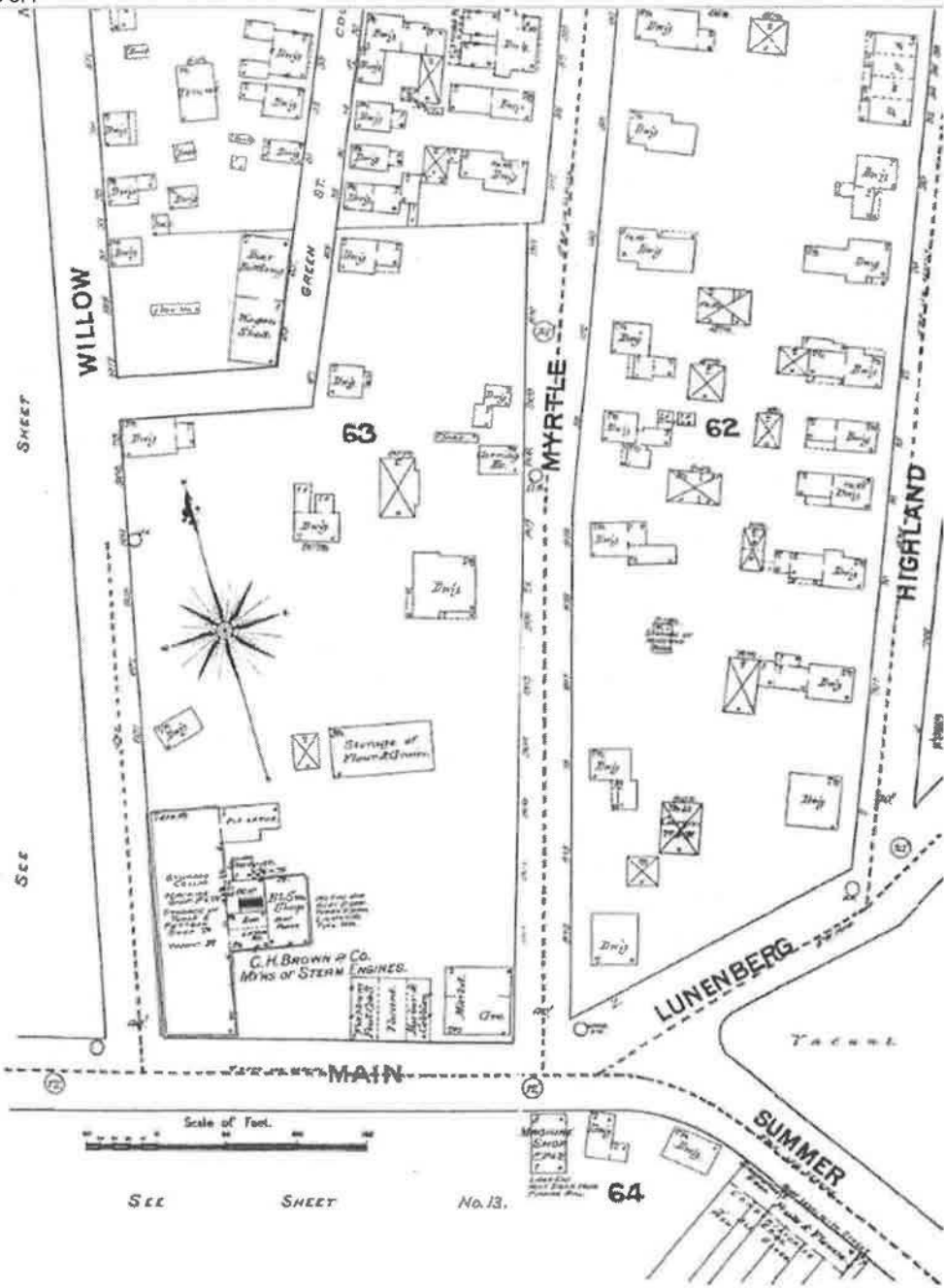


Figure 11. 1887 Sanborn map, portion of Sheet 12, showing northwest area of district.

Moran Square Historic District  
Name of P

Worcester, MA

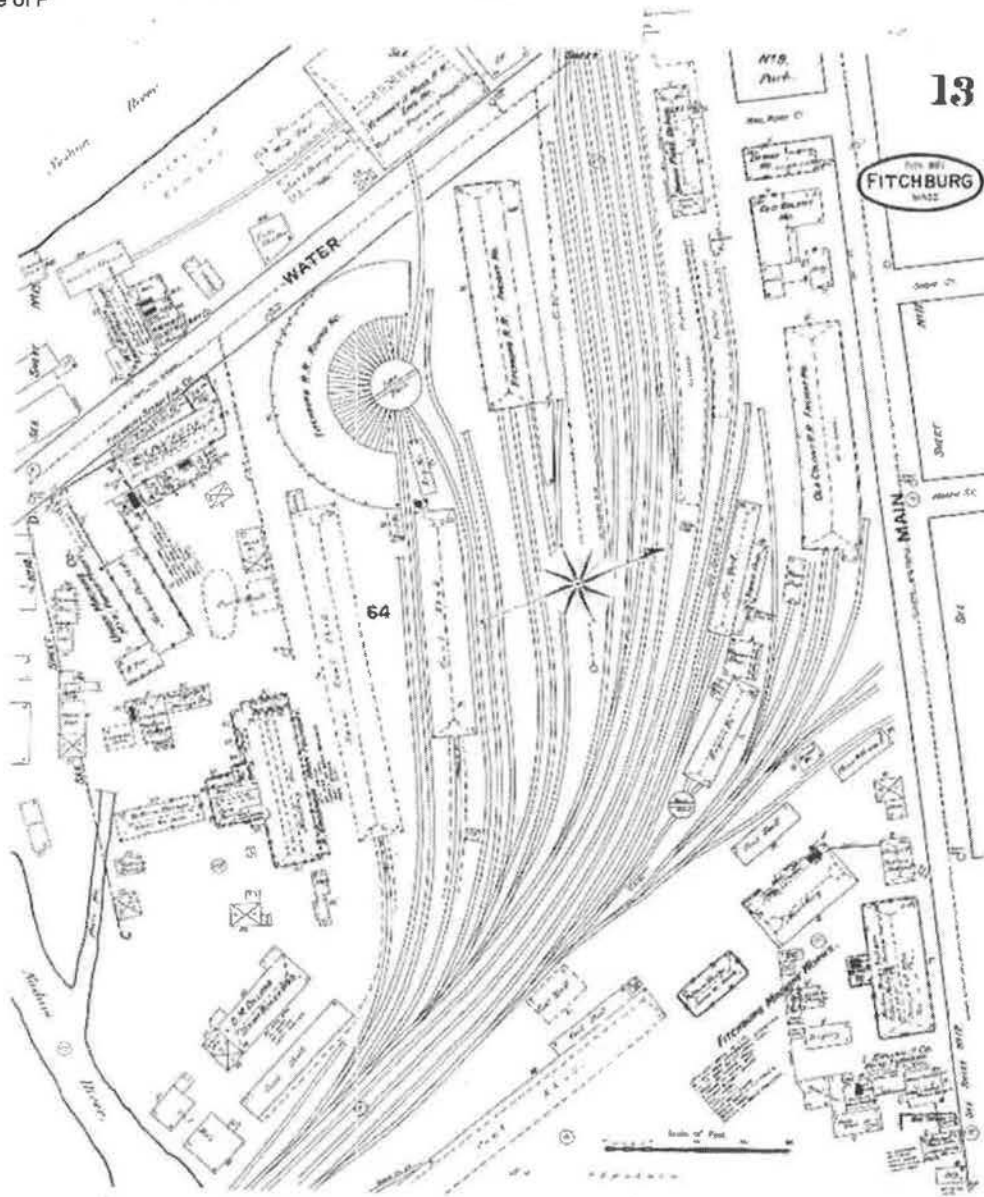


Figure 12. 1887 Sanborn map, portion of Sheet 13, showing Fitchburg Machine Works in lower right-hand corner, north is to the right.

Moran Square Historic District  
Name of P

Worcester, MA

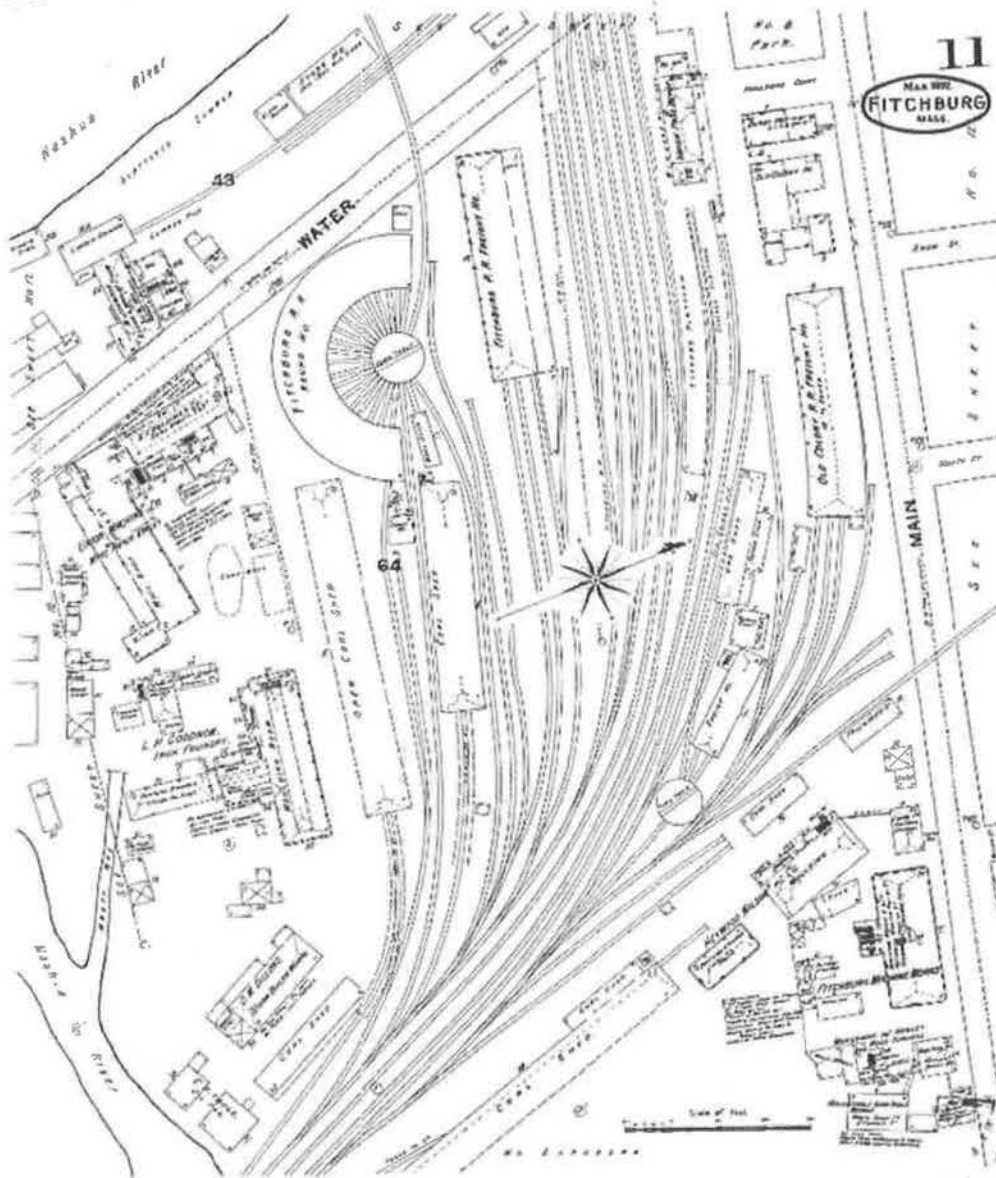


Figure 13. 1892 Sanborn-Perris Map, portion of Sheet 11, with Fitchburg Machine Works in lower right, north is to the right.

Moran Square Historic District  
Name of P

Worcester, MA

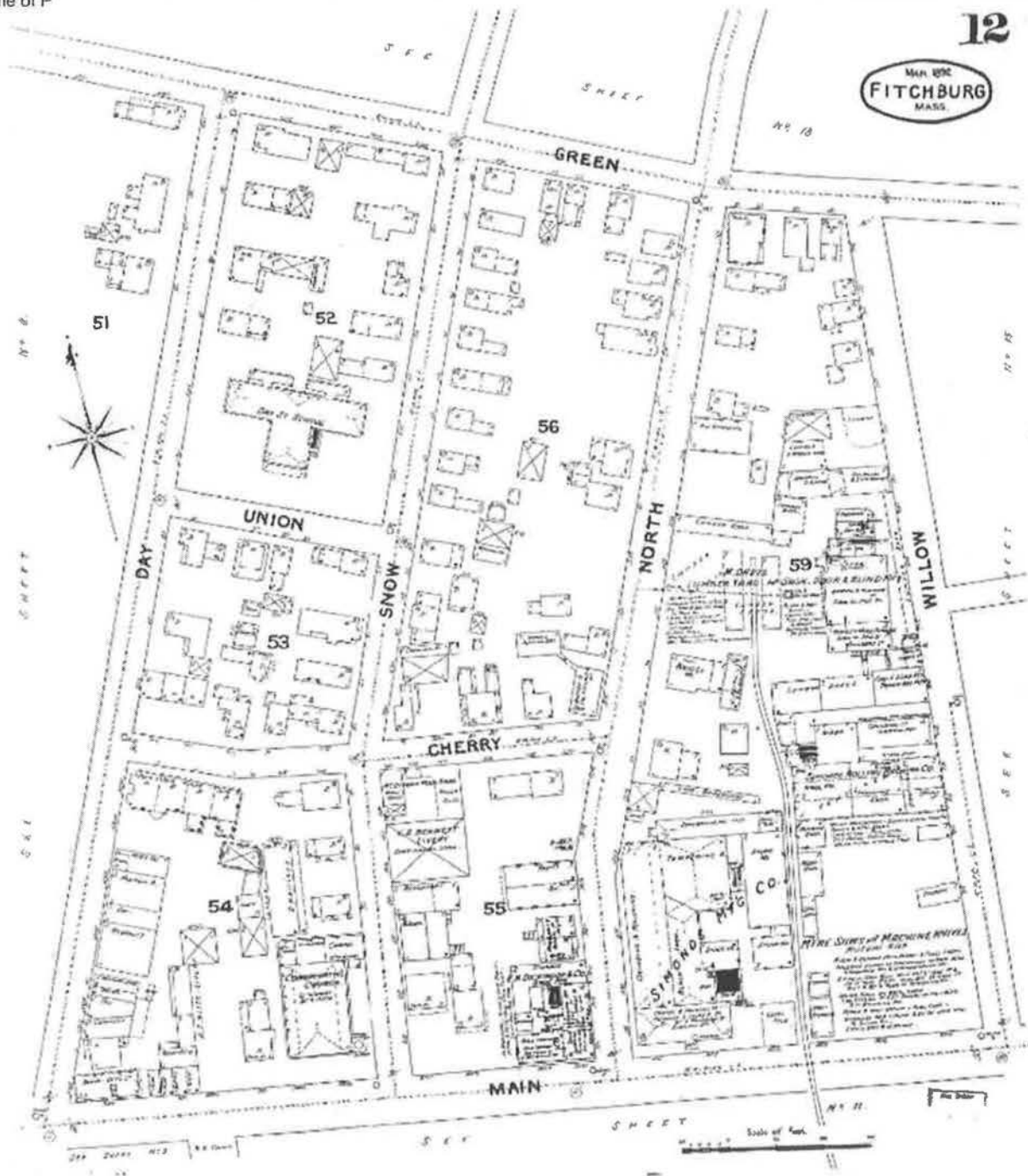


Figure 14. 1892 Sanborn-Perris Map, portion of Sheet 12, showing west side of Willow Street, north is up.

Moran Square Historic District  
Name of P

Worcester, MA

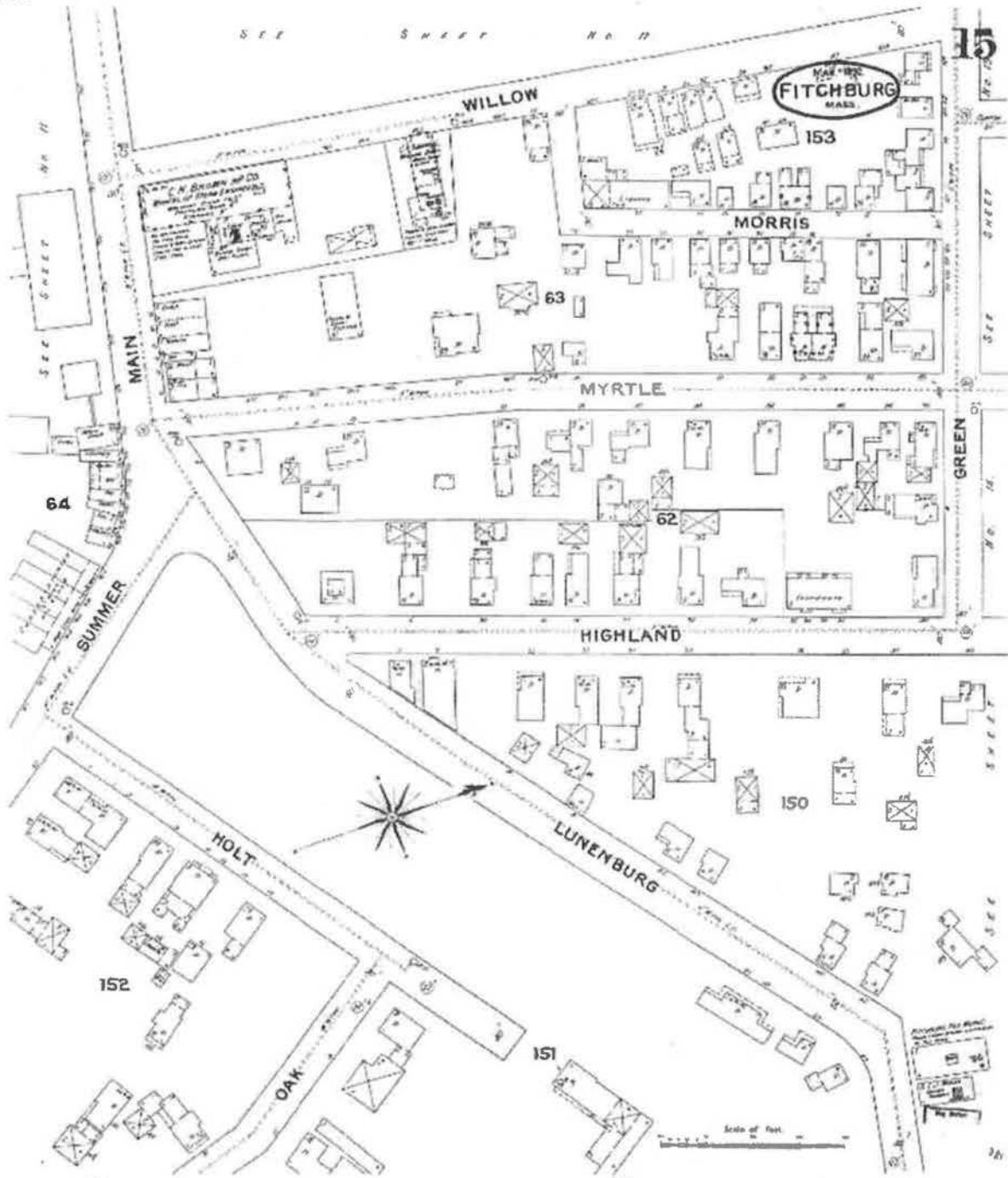


Figure 15. 1892 Sanborn-Perris Map, portion of Sheet 15, showing north and east areas of district, north is basically to right.



Moran Square Historic District  
Name of P

Worcester, MA

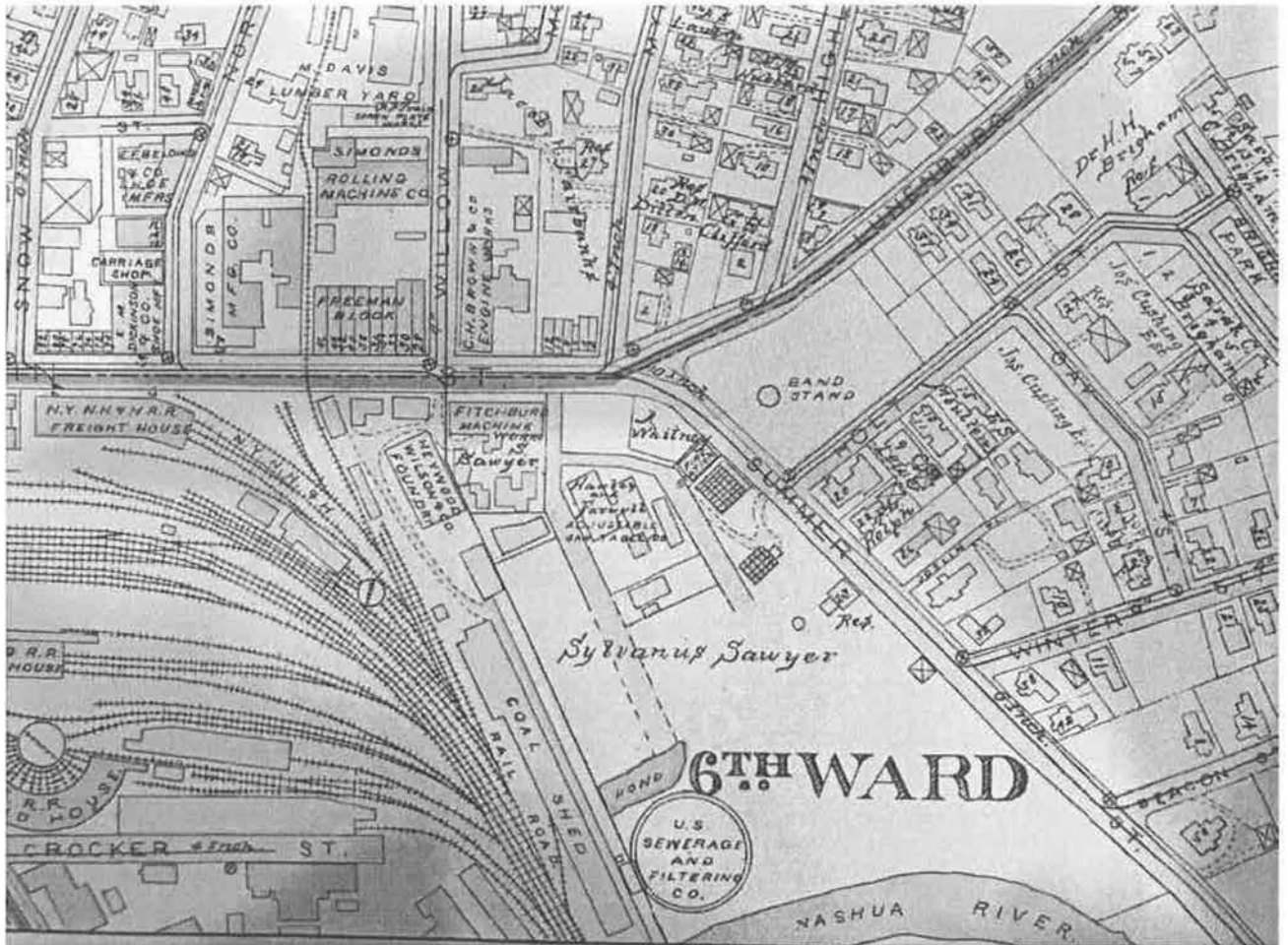


Figure 16. 1895 city atlas detail in area of historic district, north is up.

Moran Square Historic District  
Name of P

Worcester, MA

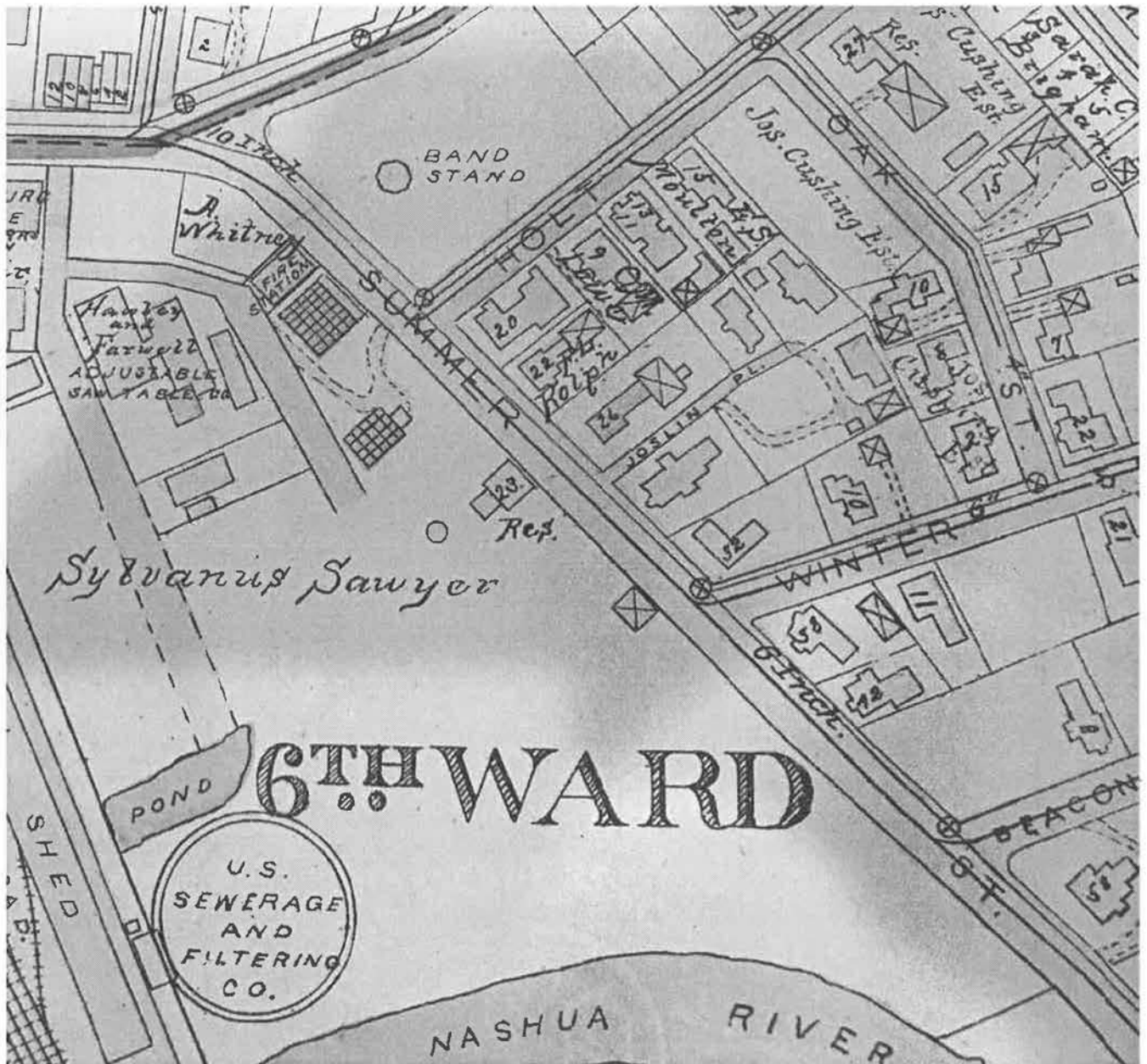


Figure 17. Detail of 1895 city atlas showing detail of Sylvanus Sawyer property. Note building at 31-33 Summer Street is labeled as an outbuilding (X inside building footprint). Also note bandstand on private property owned by C. H. Brown next to what would become Moran Square.

Moran Square Historic District  
Name of P

Worcester, MA

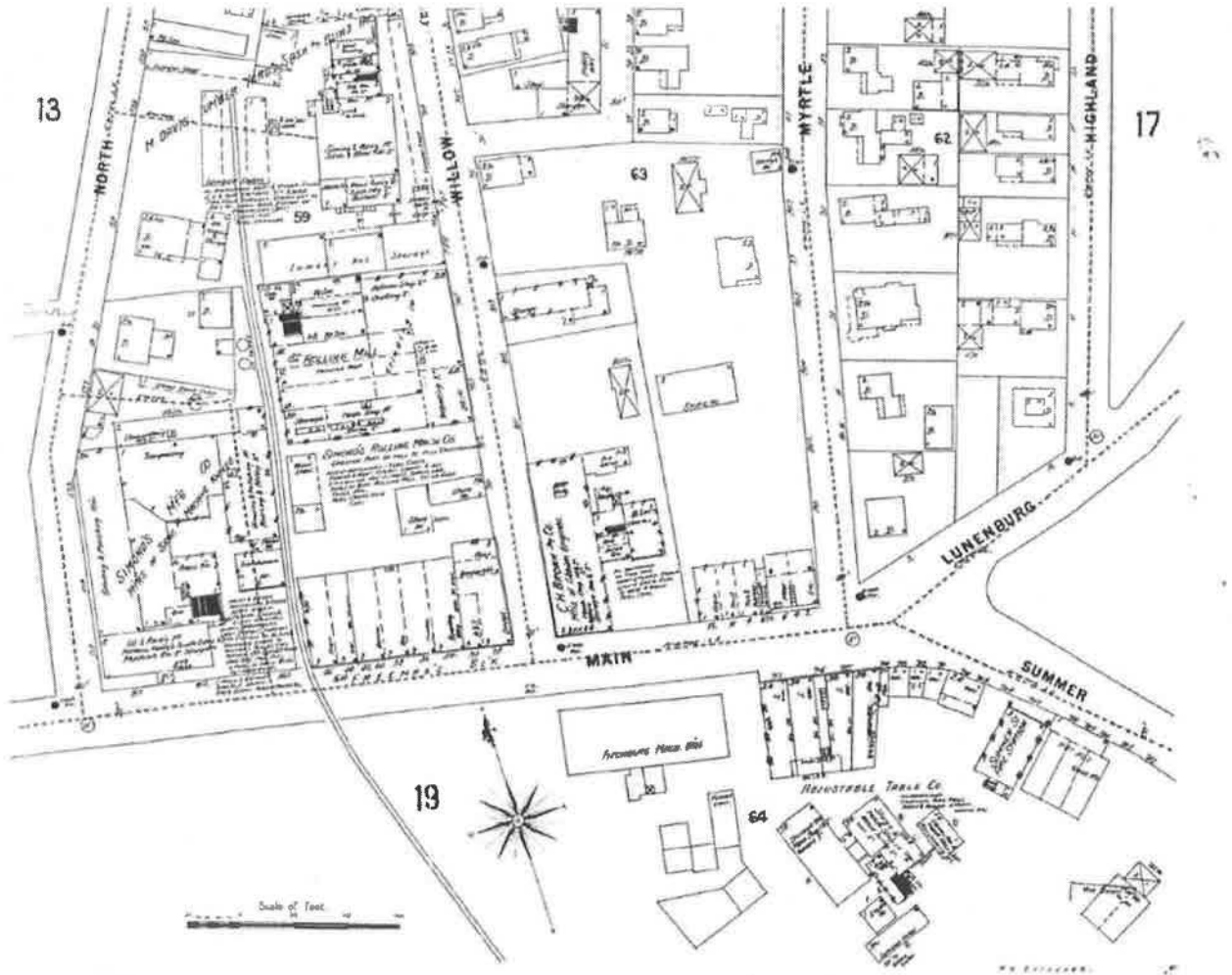


Figure 18. 1897 Sanborn-Perris Map, portion of Sheet 14.

Moran Square Historic District  
Name of P

Worcester, MA

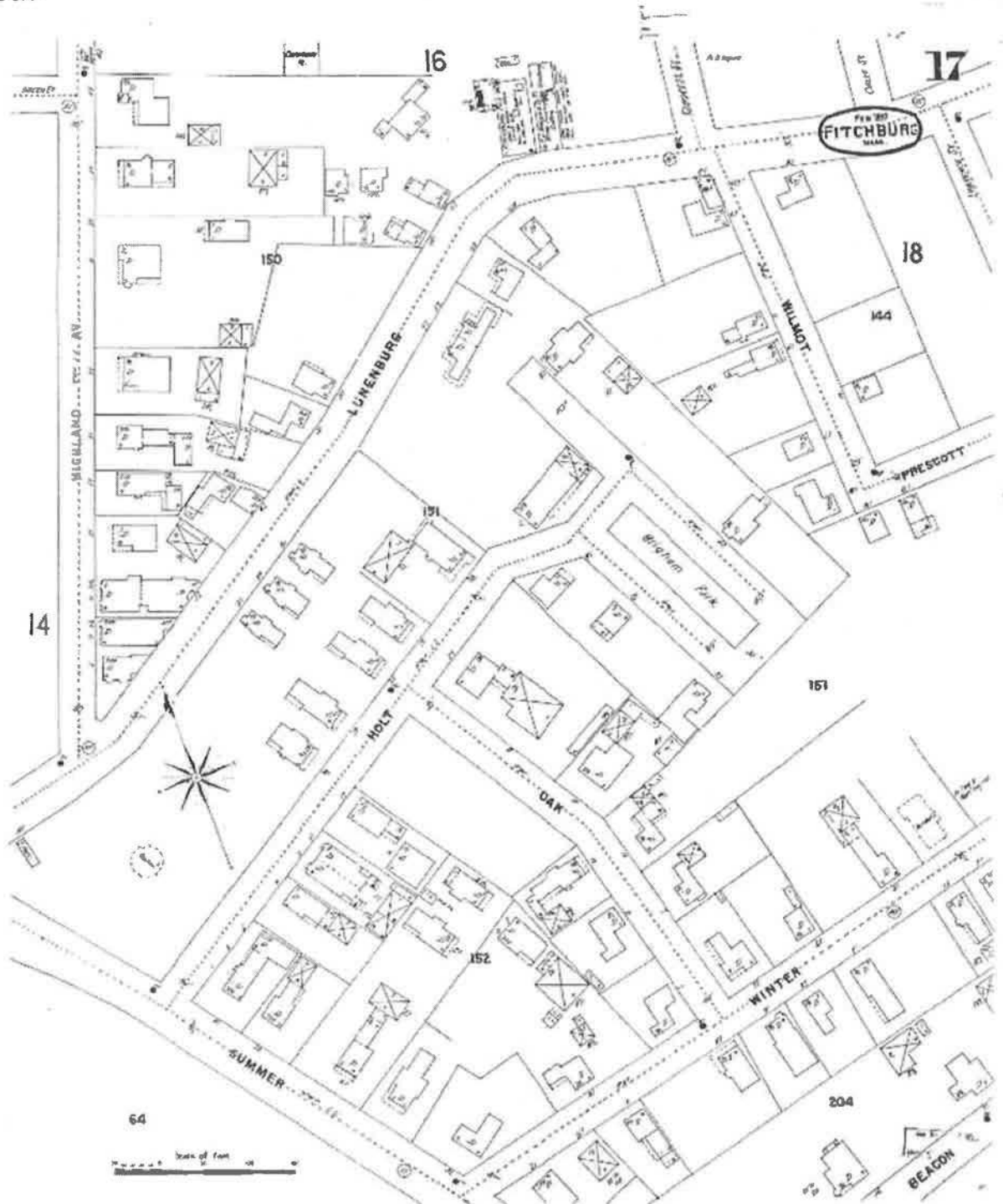


Figure 19. 1897 Sanborn-Perris Map, Sheet 17.

Moran Square Historic District  
Name of P

Worcester, MA

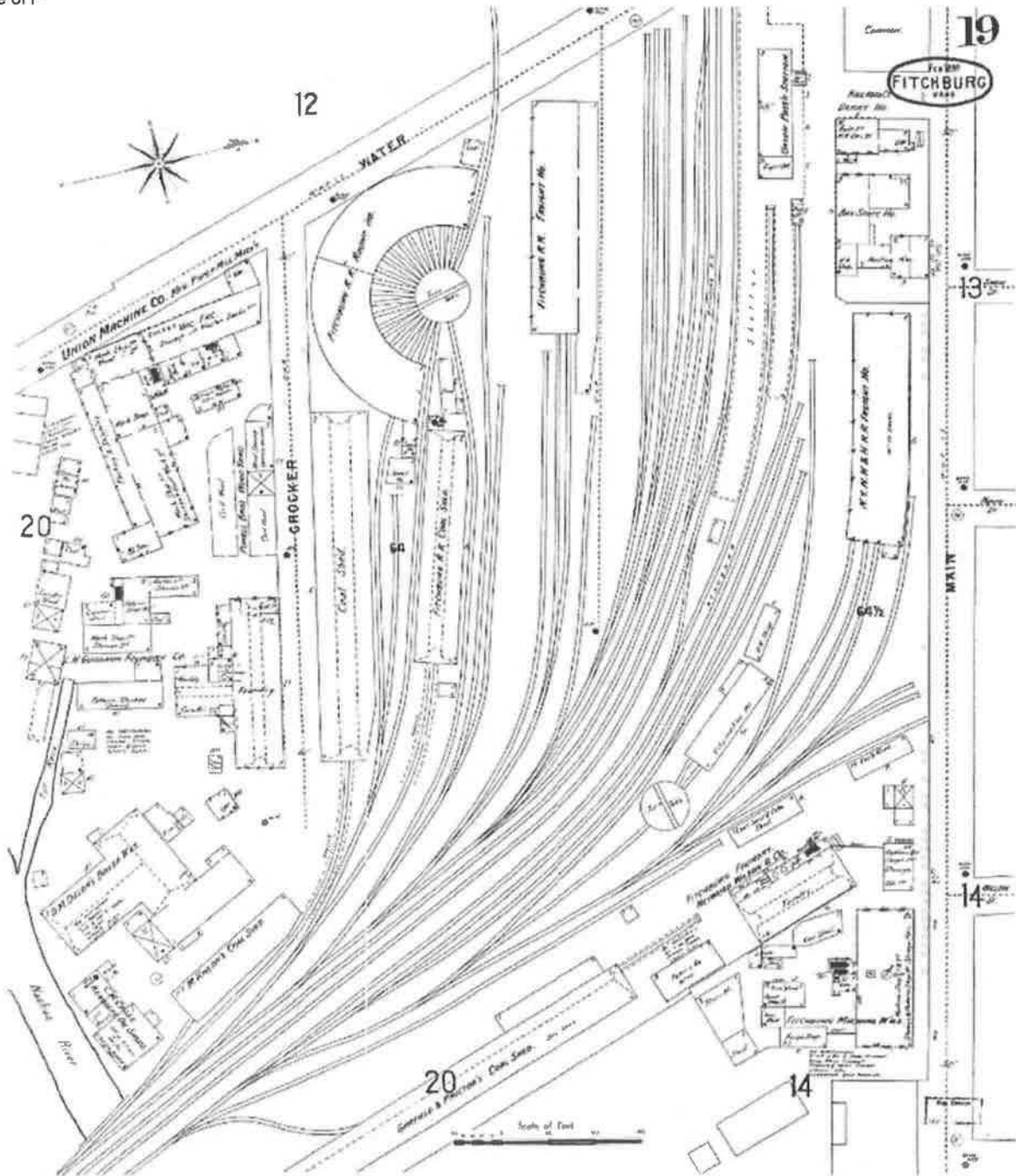


Figure 20. 1897 Sanborn-Perris Map, Sheet 19, Fitchburg Machine Works in lower right corner.



Moran Square Historic District  
Name of P

Worcester, MA



**Figure 21. View of the building at 15–25 Lunenburg Street around 1900, showing the front of George Lewis' bicycle shop in left center storefront (also noted on 1902 Sanborn map, Figure 26). Photo from Fitchburg, Massachusetts, Images of America booklet.**

Moran Square Historic District  
Name of P

Worcester, MA

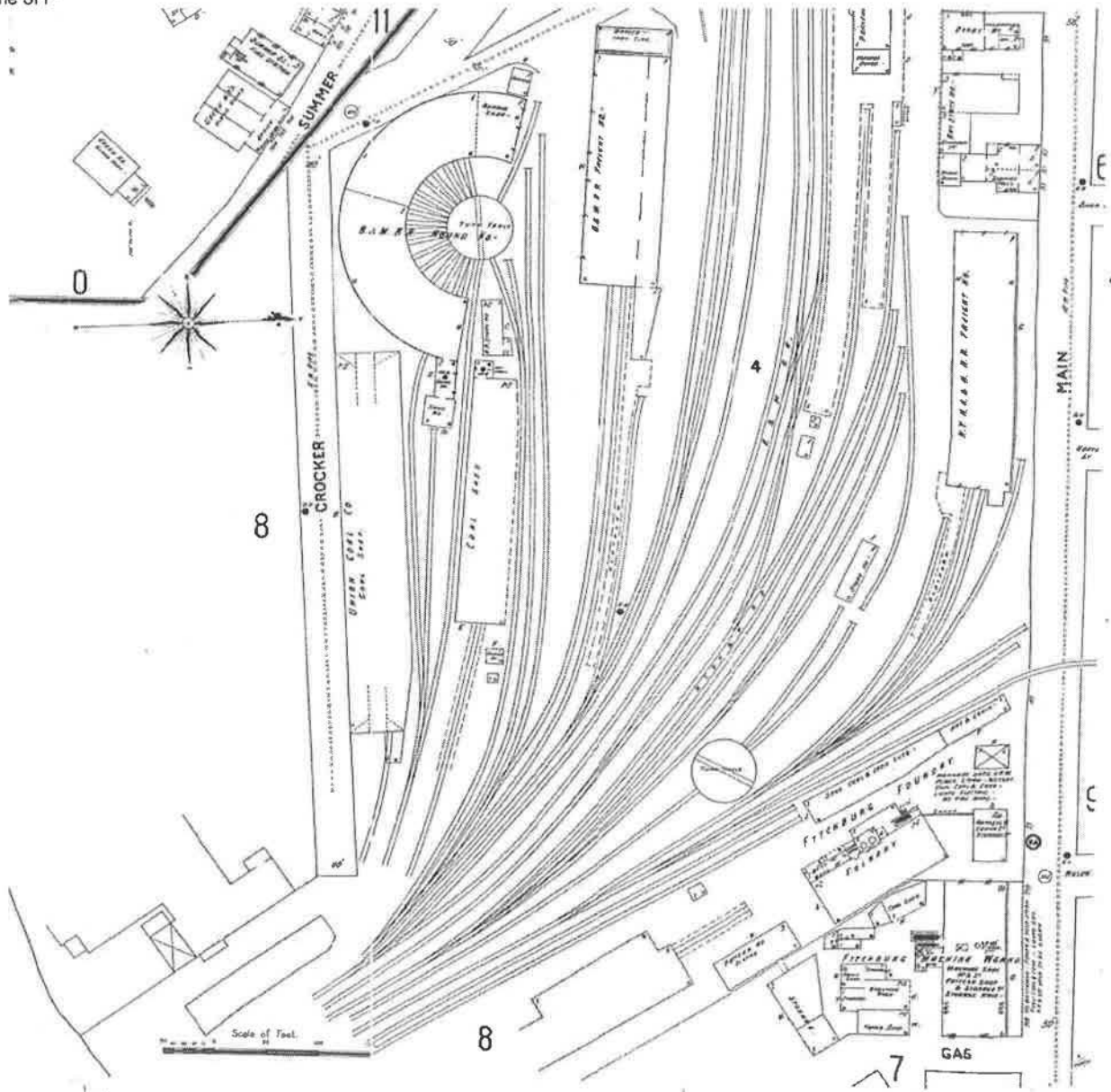


Figure 22. 1902 Sanborn map, portion of Sheet 7, Fitchburg Machine Works in lower right corner.

Moran Square Historic District

Worcester, MA

Name of P

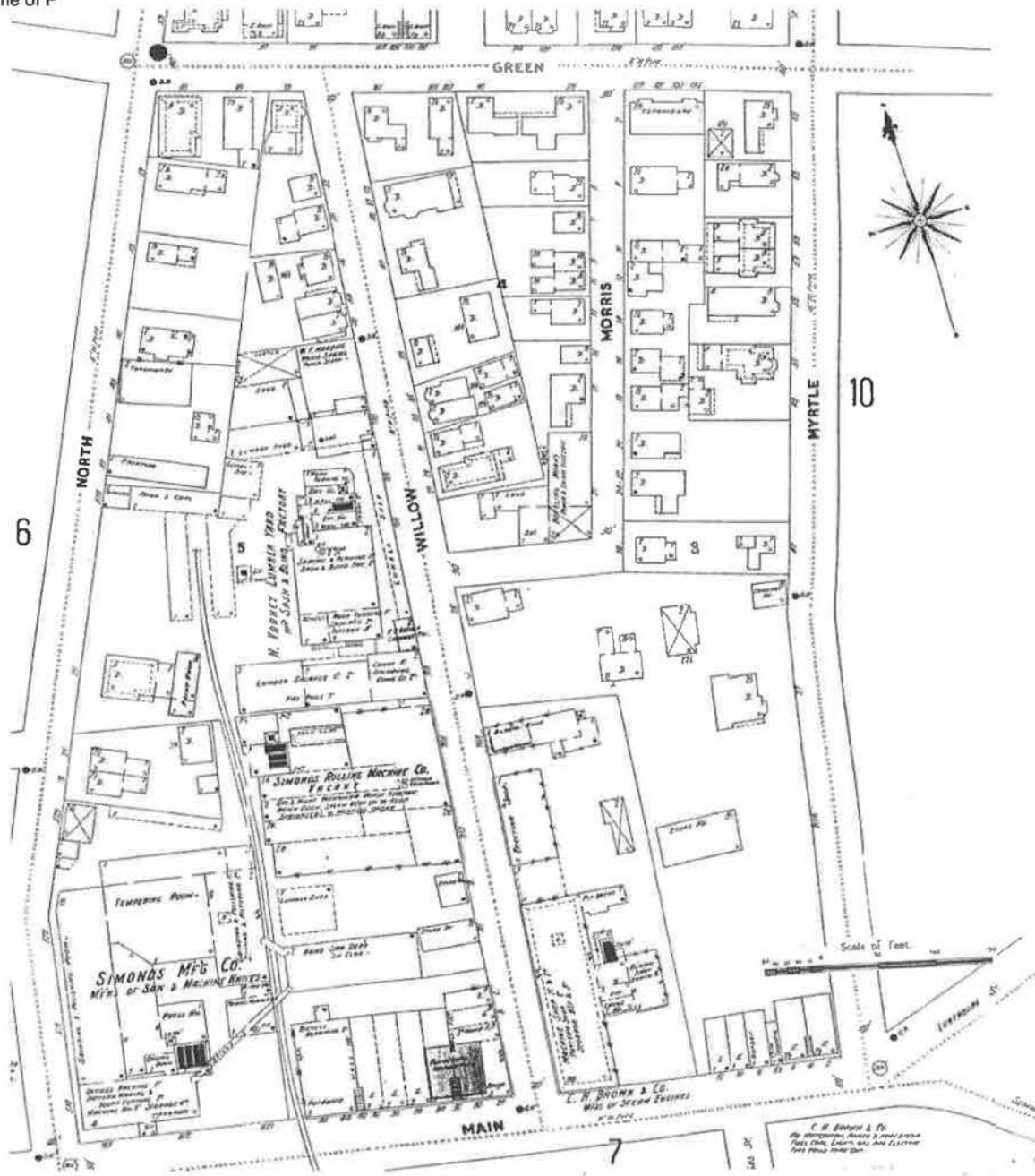


Figure 23. 1902 Sanborn map, portion of Sheet 9, showing northwest area of district.

Moran Square Historic District  
Name of P

Worcester, MA

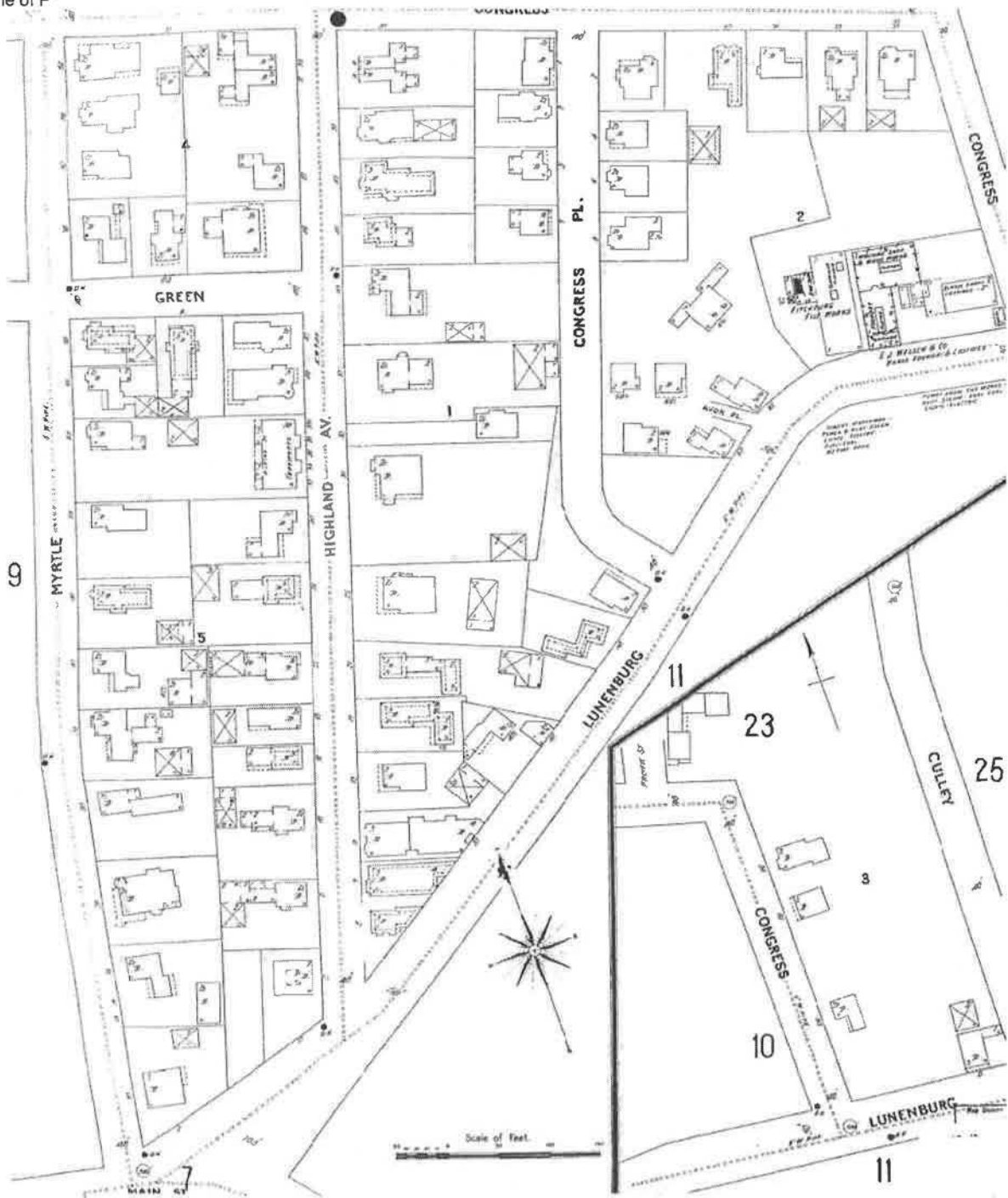


Figure 24. 1902 Sanborn map, portion of Sheet 10, intersection of Main and Lunenburg streets at bottom left corner.

Moran Square Historic District

Worcester, MA

Name of P

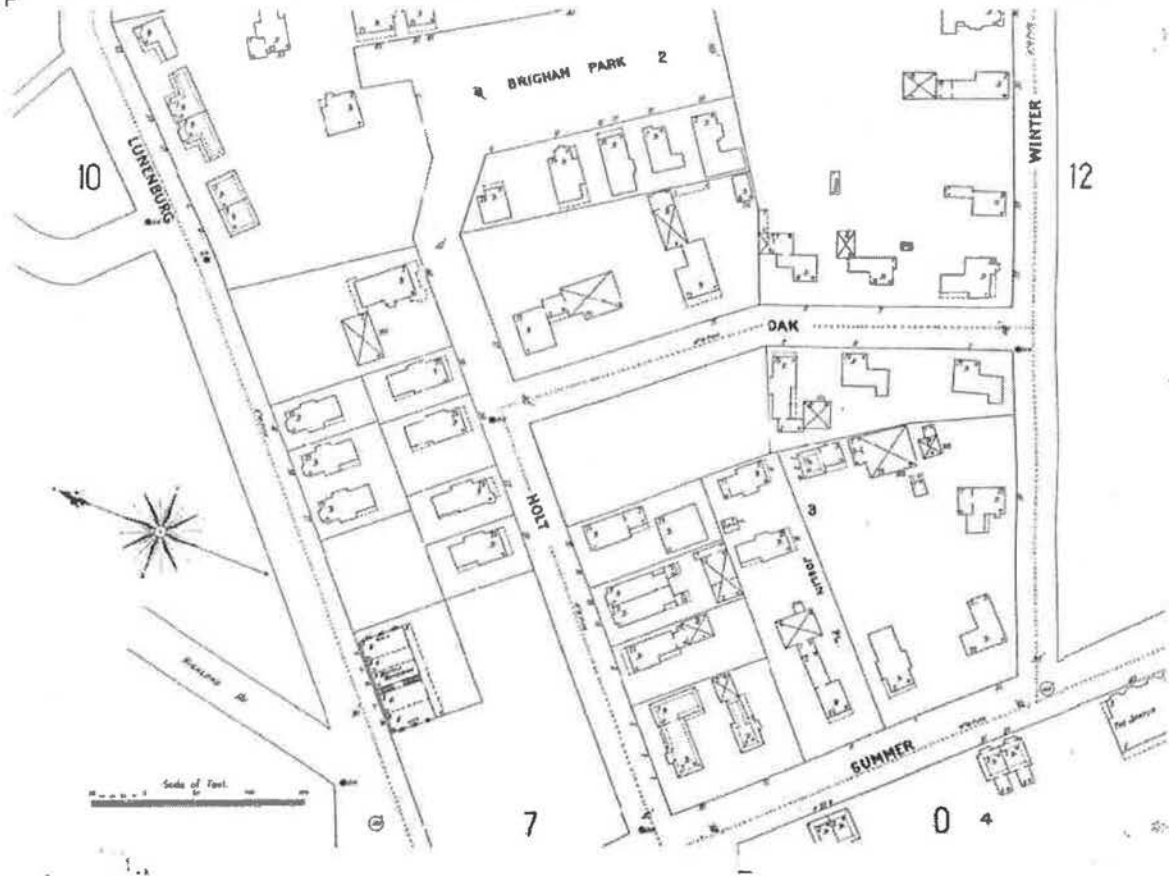


Figure 25. 1902 Sanborn map, portion of Sheet 11, intersection of Summer and Lunenburg streets.



Moran Square Historic District  
Name of P

Worcester, MA

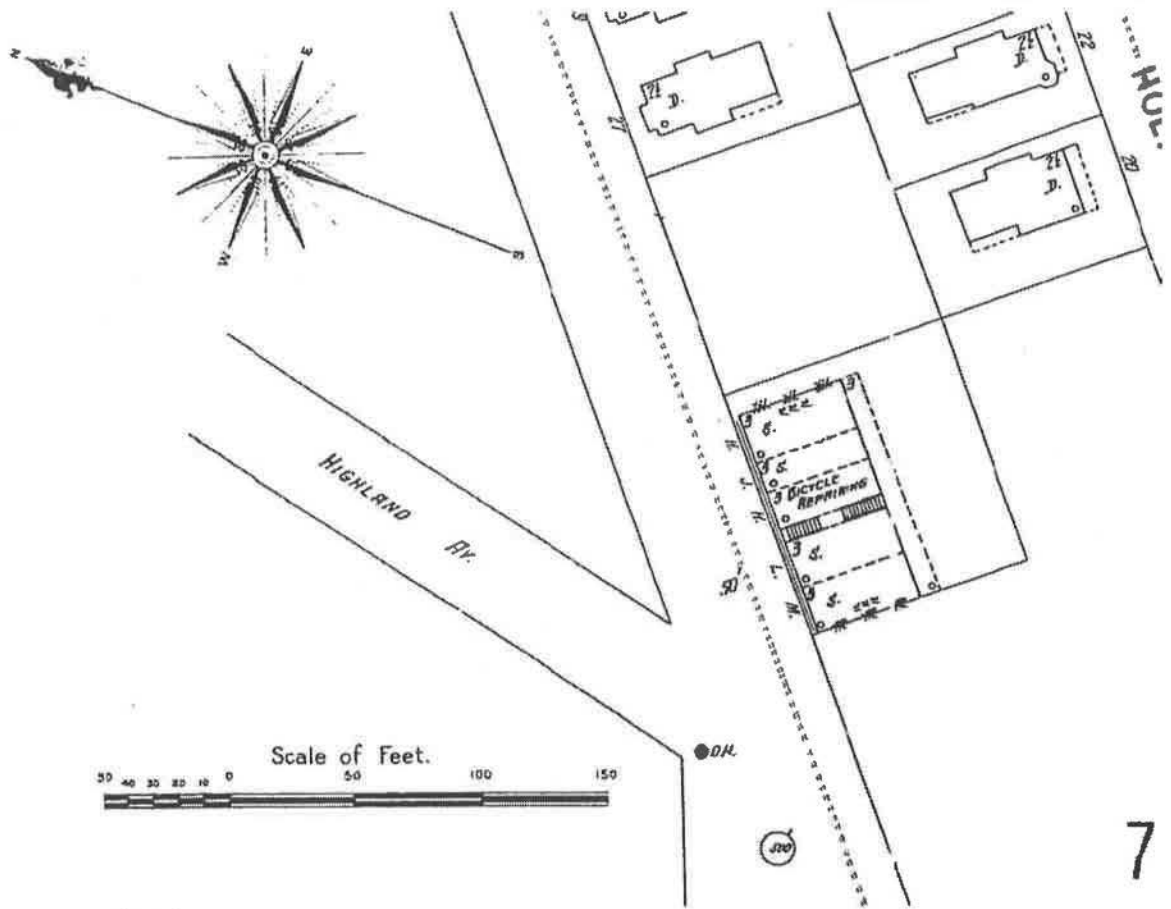


Figure 26. Detail of 1902 Sanborn map, Sheet 11, showing the location of George Lewis' bicycle shop at 15-25 Lunenburg Street building.

Moran Square Historic District  
Name of P

Worcester, MA



Figure 27. View of C. H. Brown buildings being moved in 1910, from "Moving a Brick Machine Shop," *American Machinist*, June 9, 1910.

FIG. 1

MOVING THE MACHINE SHOP AND STACK OF C. H. BROWN COMPANY

FIG. 2

Moran Square Historic District  
Name of P

Worcester, MA



**Figure 28. 1915 Aero View of Fitchburg, MA. View looking southeast includes the Fitchburg Machine Works building on the right with the Syndicate Building to its left; the Simonds plant in the front center; and the Moran Building at Moran Square. This view illustrates the density of the area and the dominance of manufacturing concerns in the area.**

Moran Square Historic District  
Name of P

Worcester, MA

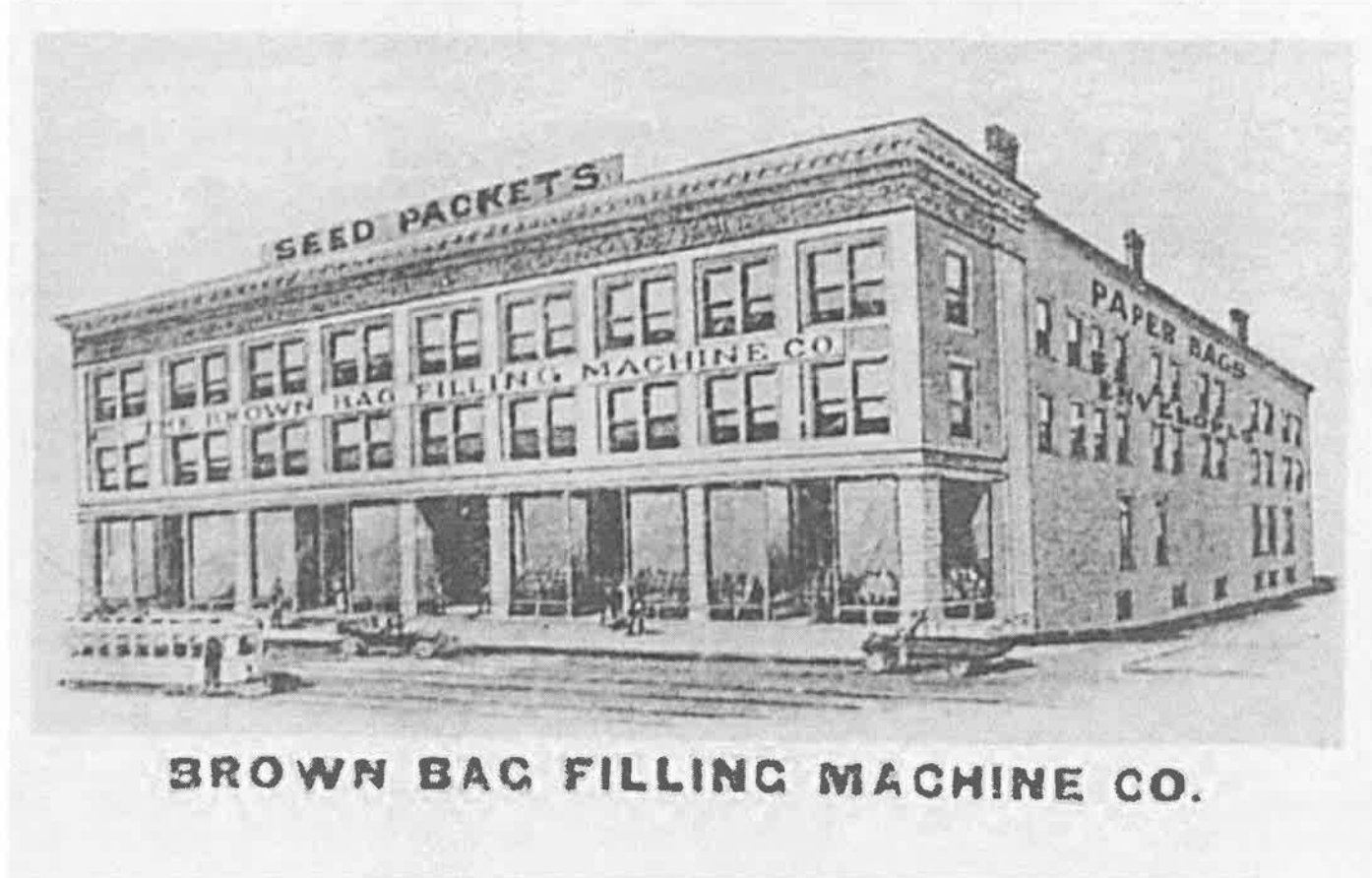
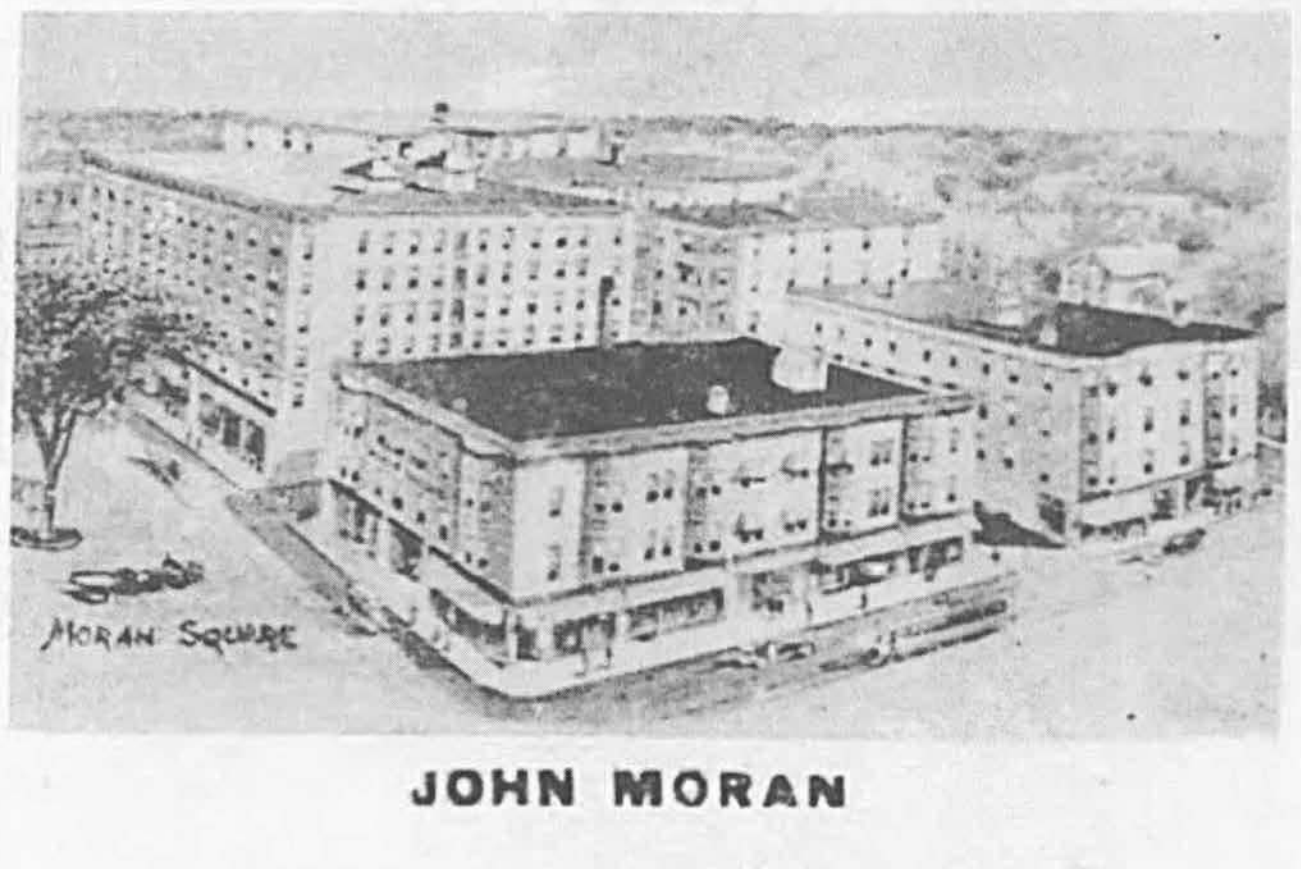


Figure 29. View of Syndicate Building, 10 Main Street, occupied by Brown Bag Filling Machine Co., from 1915 aero view.

Moran Square Historic District  
Name of P

Worcester, MA



**Figure 30. View of Moran Square and John Moran's Moran Building, from 1915 Aero View of Fitchburg, MA. Note Royal Apartments, also developed by Moran, to right and large six-story building behind (north of) Moran Building, known as the Imperial, also developed by Moran ca. 1913, which is not extant. The view also shows the large elm tree that stood in the center of the square until it was felled by Dutch Elm disease in the 1960s.**



Moran Square Historic District  
Name of P

Worcester, MA



**Figure 31. Detail of 1915 aero view showing detailed view of Sawyer houses and greenhouses (latter in right bottom with one-story brick building in front that pre-dates the existing building at 17 Summer Street) and the three-story apartment building, named the Sawyer, which is first partially shown on the 1902 Sanborn map (see Figure 25).**

Moran Square Historic District  
Name of P

Worcester, MA

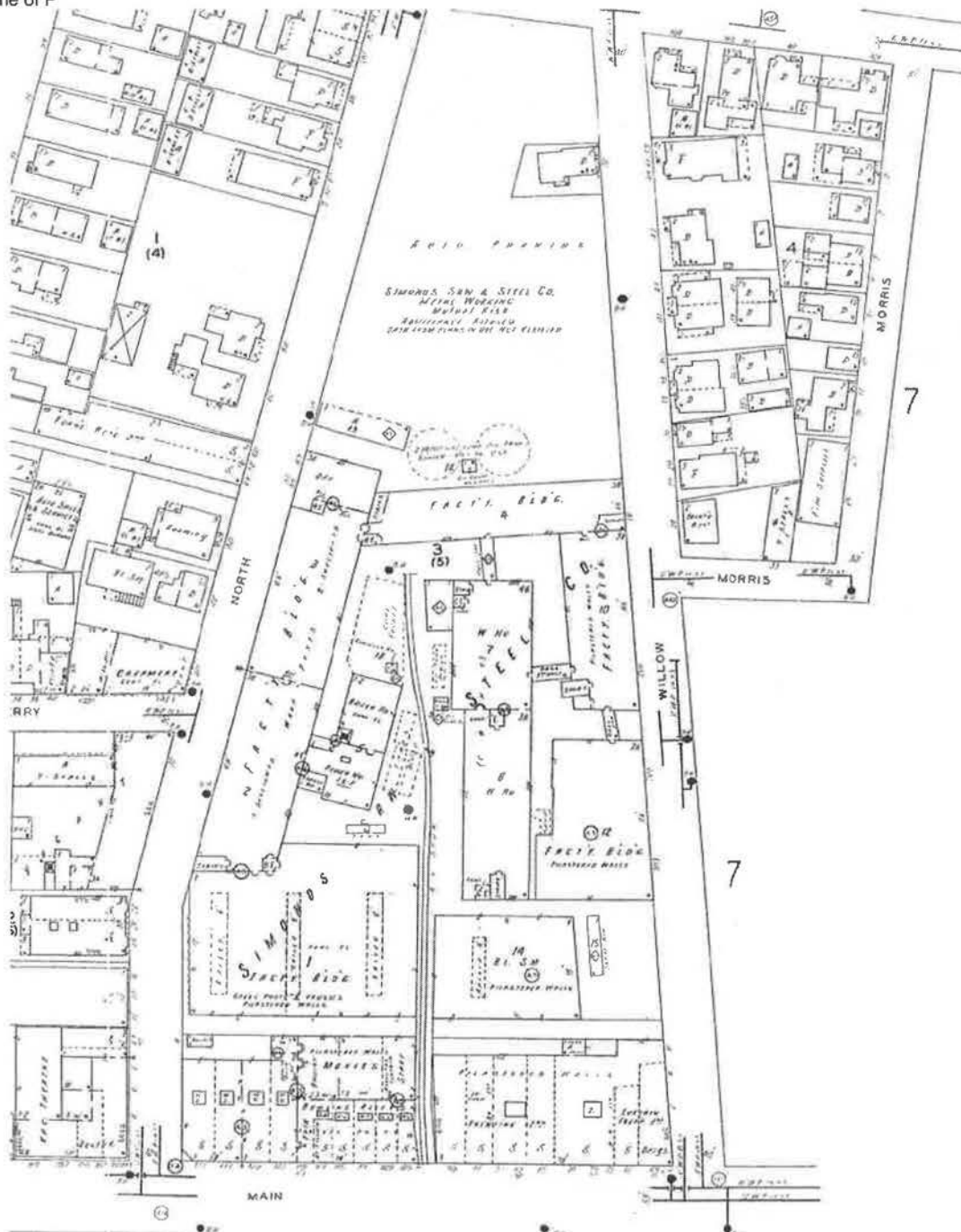


Figure 32. 1936 Sanborn map, portion of Sheet 6, showing west side of Willow Street to Main Street in northwest area of district.

Moran Square Historic District  
Name of P

Worcester, MA

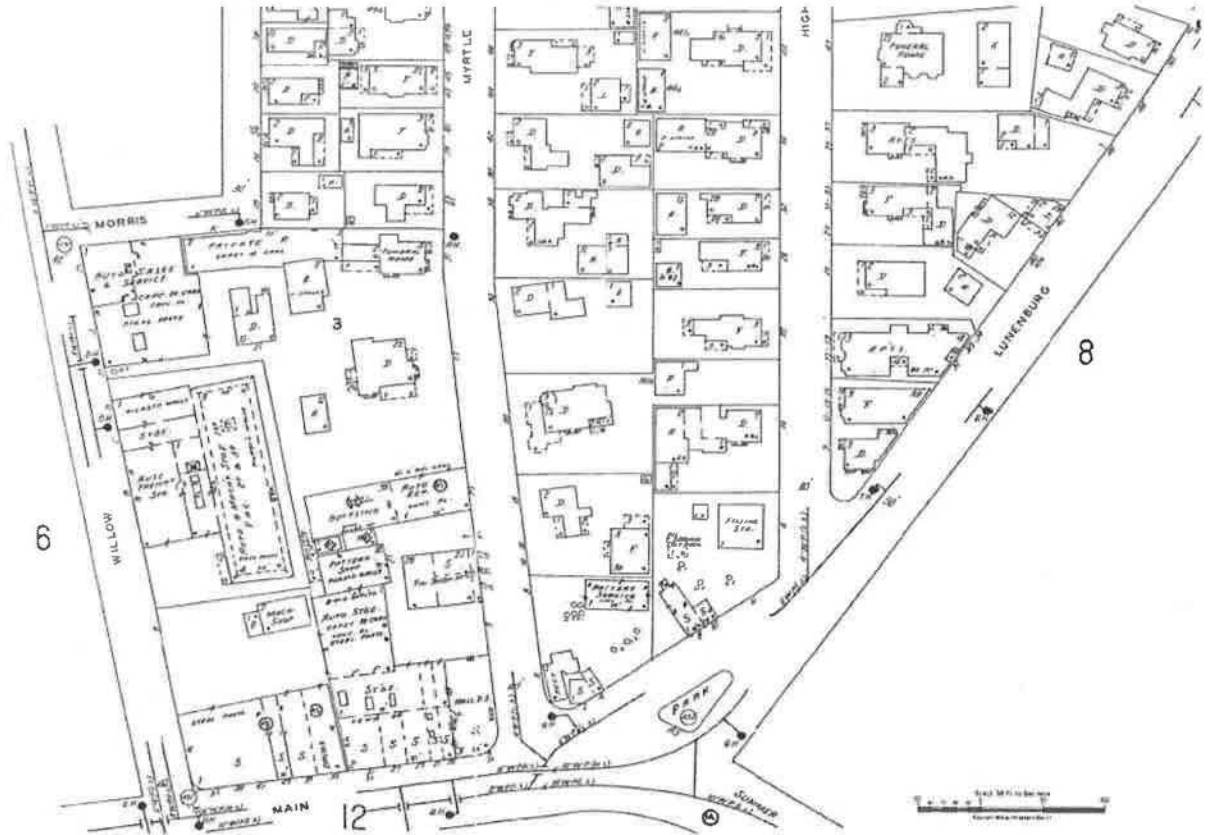


Figure 33. 1936 Sanborn map, portion of Sheet 7, intersection of Main, Summer and Lunenburg streets.

Moran Square Historic District  
Name of P

Worcester, MA

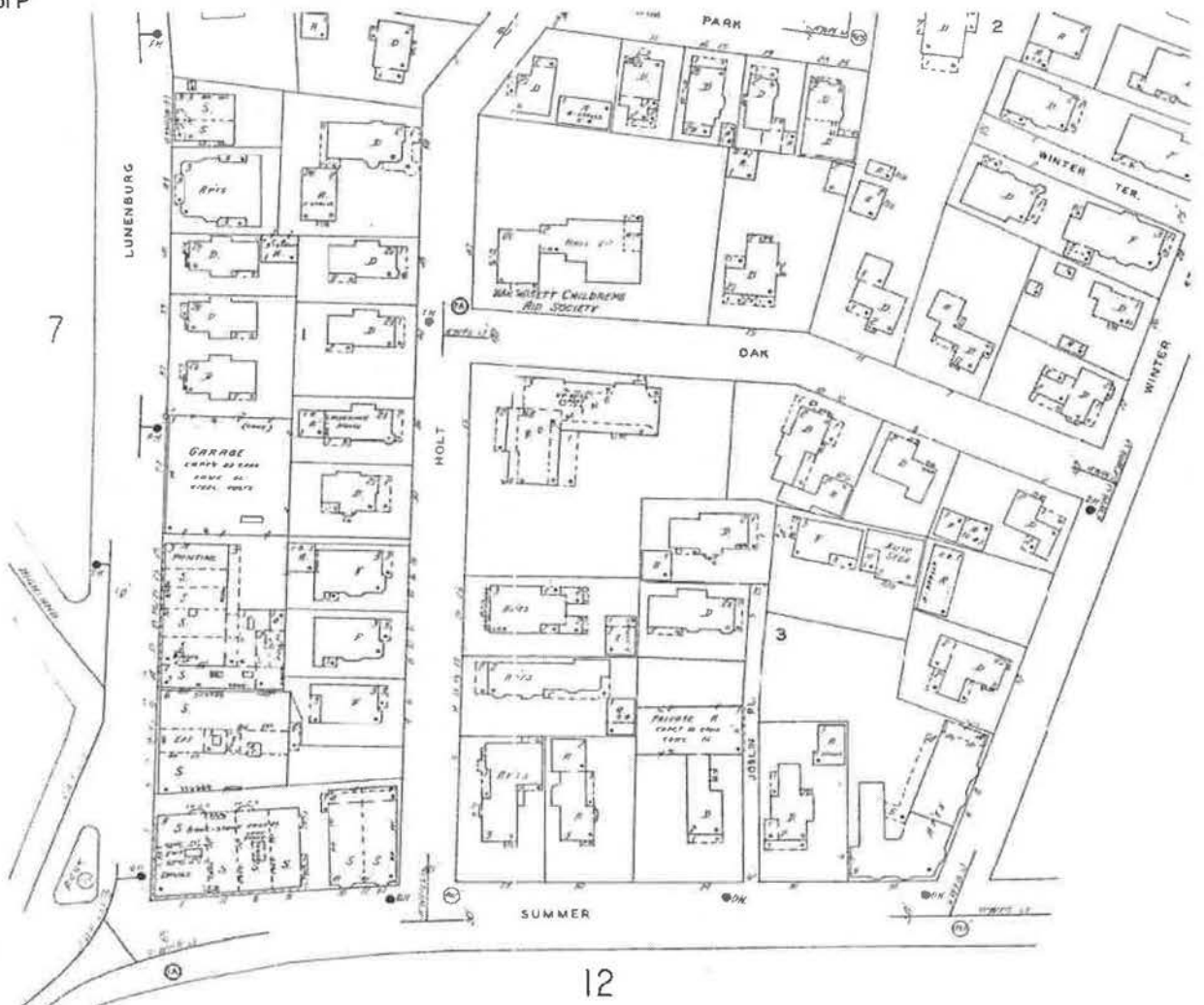


Figure 34. 1936 Sanborn map, portion of Sheet 8, area east of Lunenburg Street.

Moran Square Historic District  
Name of P

Worcester, MA

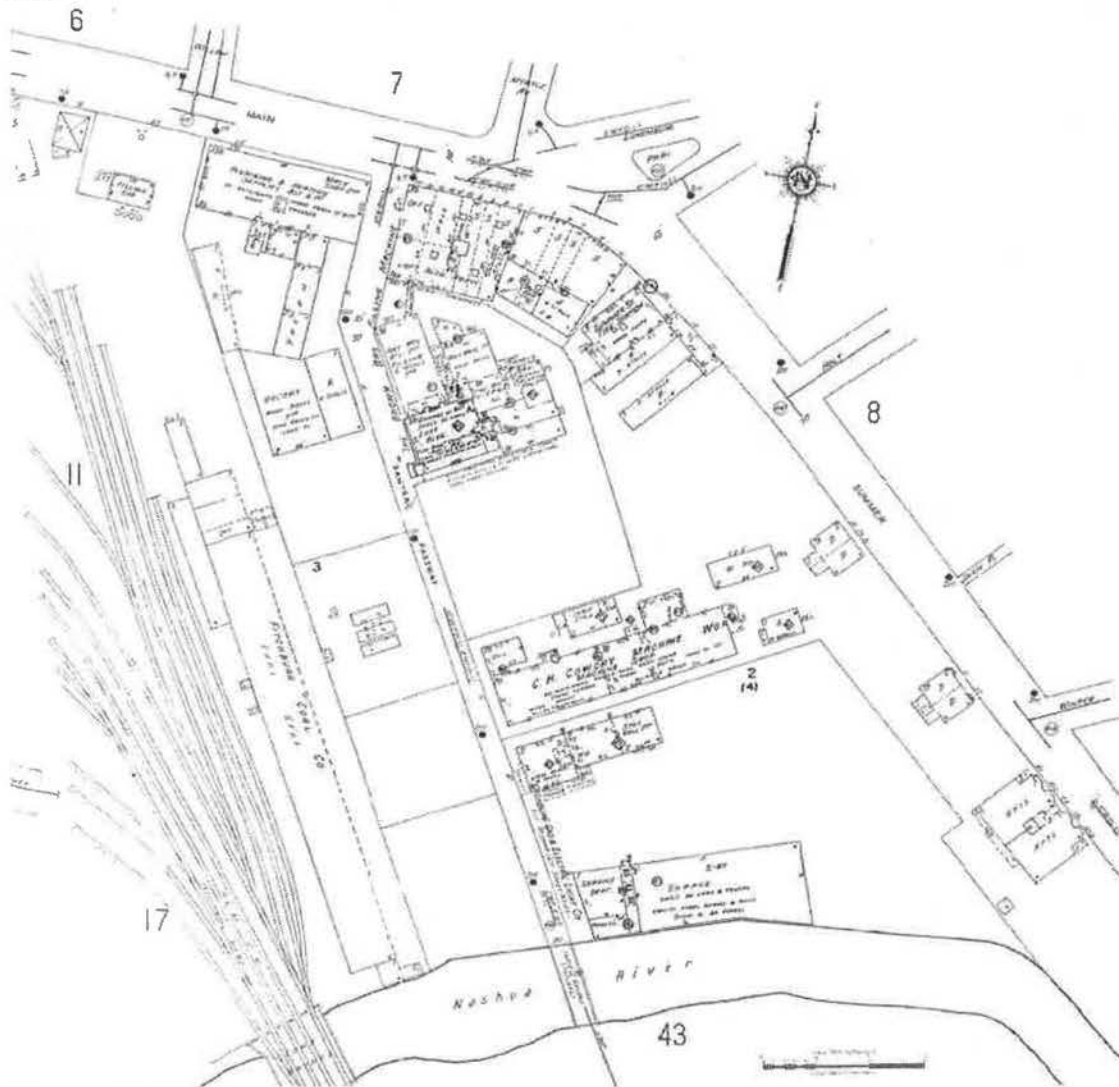


Figure 35. 1936 Sanborn map, Sheet 12, southern and eastern area of district.



Moran Square Historic District  
Name of P

Worcester, MA



**Figure 36. View of Moran Square, looking west toward Main Street around 1940. The Spanish-American War Memorial statue is to the right. The Syndicate Building, 10 Main Street, is in the center (Tarbox Furniture), and former Fitchburg Machine Works beyond. The other buildings shown in the foreground (and the clock tower in the rear) are not extant. Photo from Fitchburg, Massachusetts, Images of America booklet.**

Moran Square Historic District  
Name of P

Worcester, MA

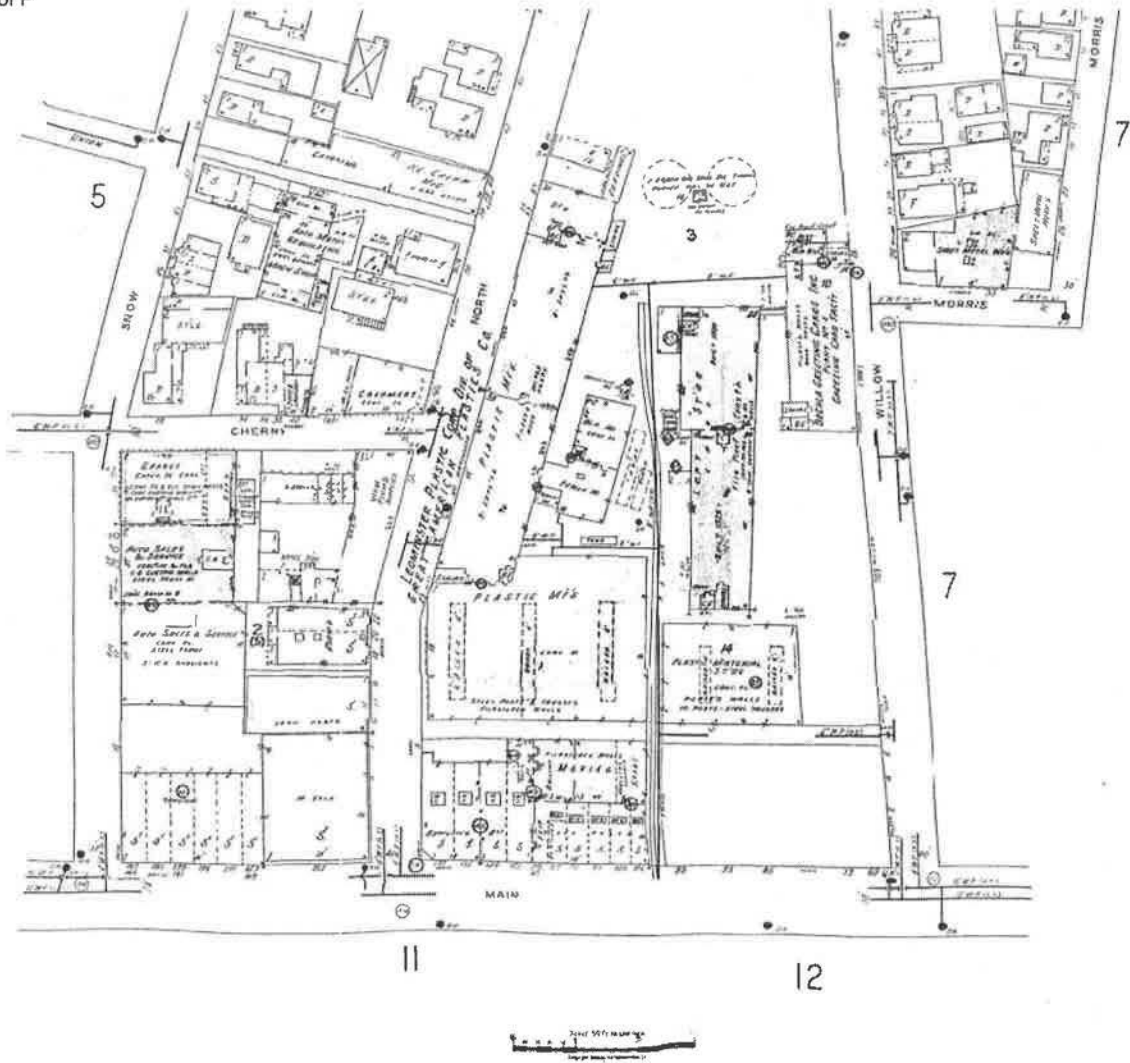


Figure 37. 1950 (1936 updated to 1950) Sanborn map, portion of Sheet 6A.

Moran Square Historic District  
Name of P

Worcester, MA

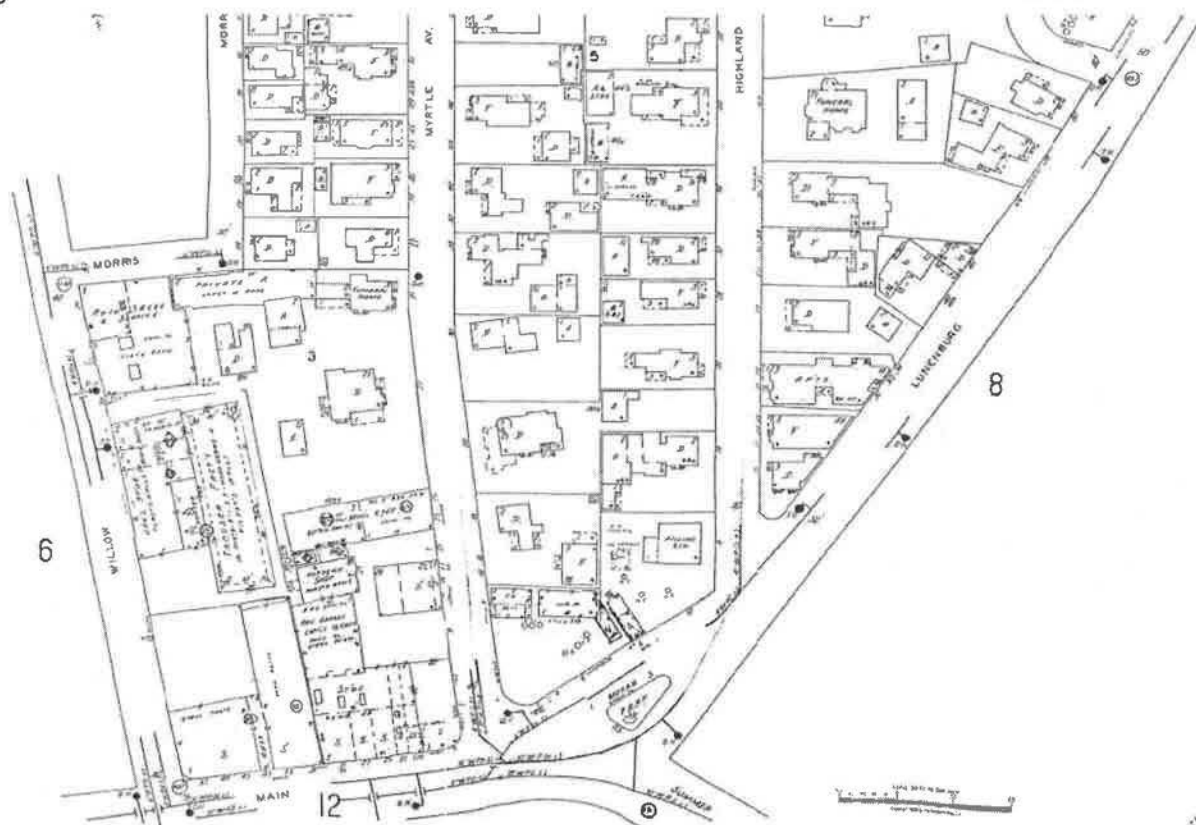


Figure 38. 1950 (1936 updated to 1950) Sanborn map, portion of Sheet 7.

Moran Square Historic District  
Name of P

Worcester, MA

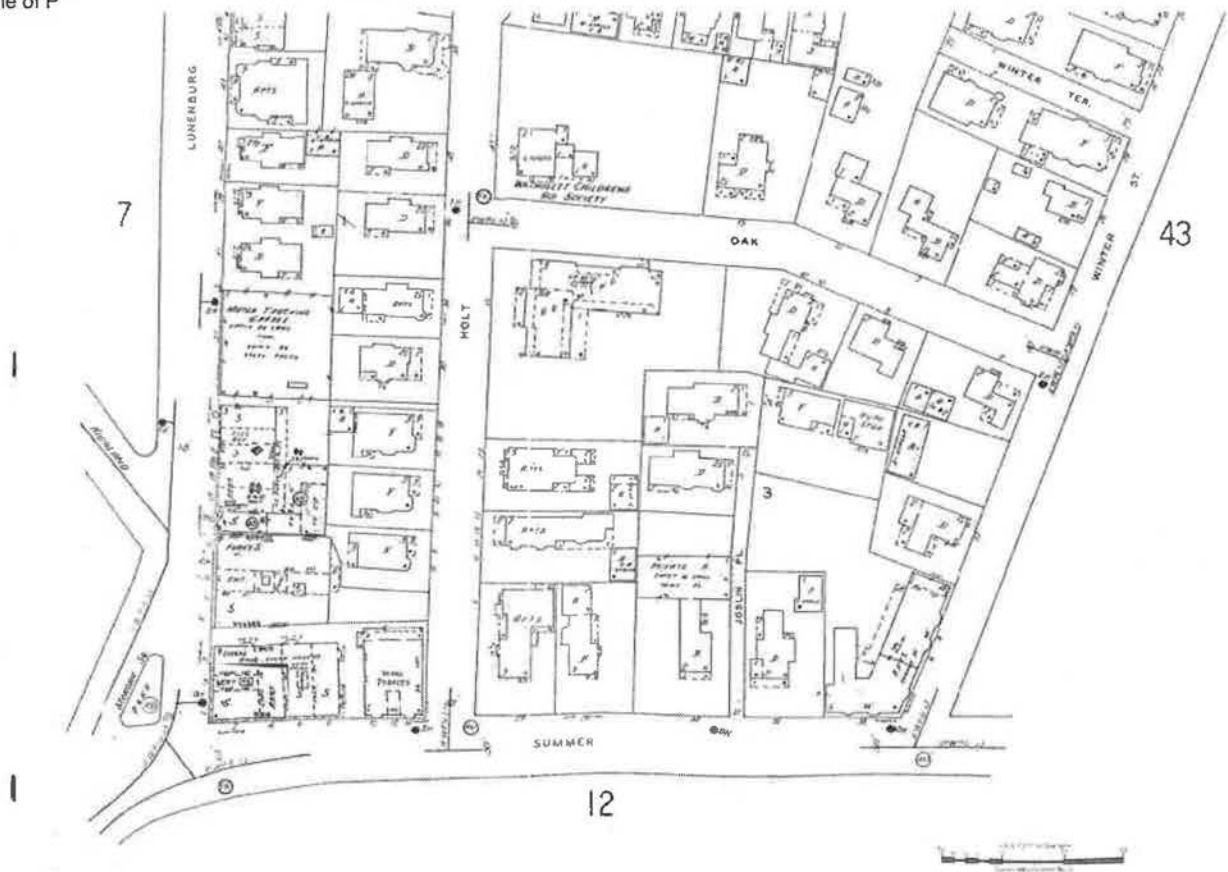


Figure 39. 1950 (1936 updated to 1950) Sanborn map, portion of Sheet 8.

Moran Square Historic District  
Name of P

Worcester, MA

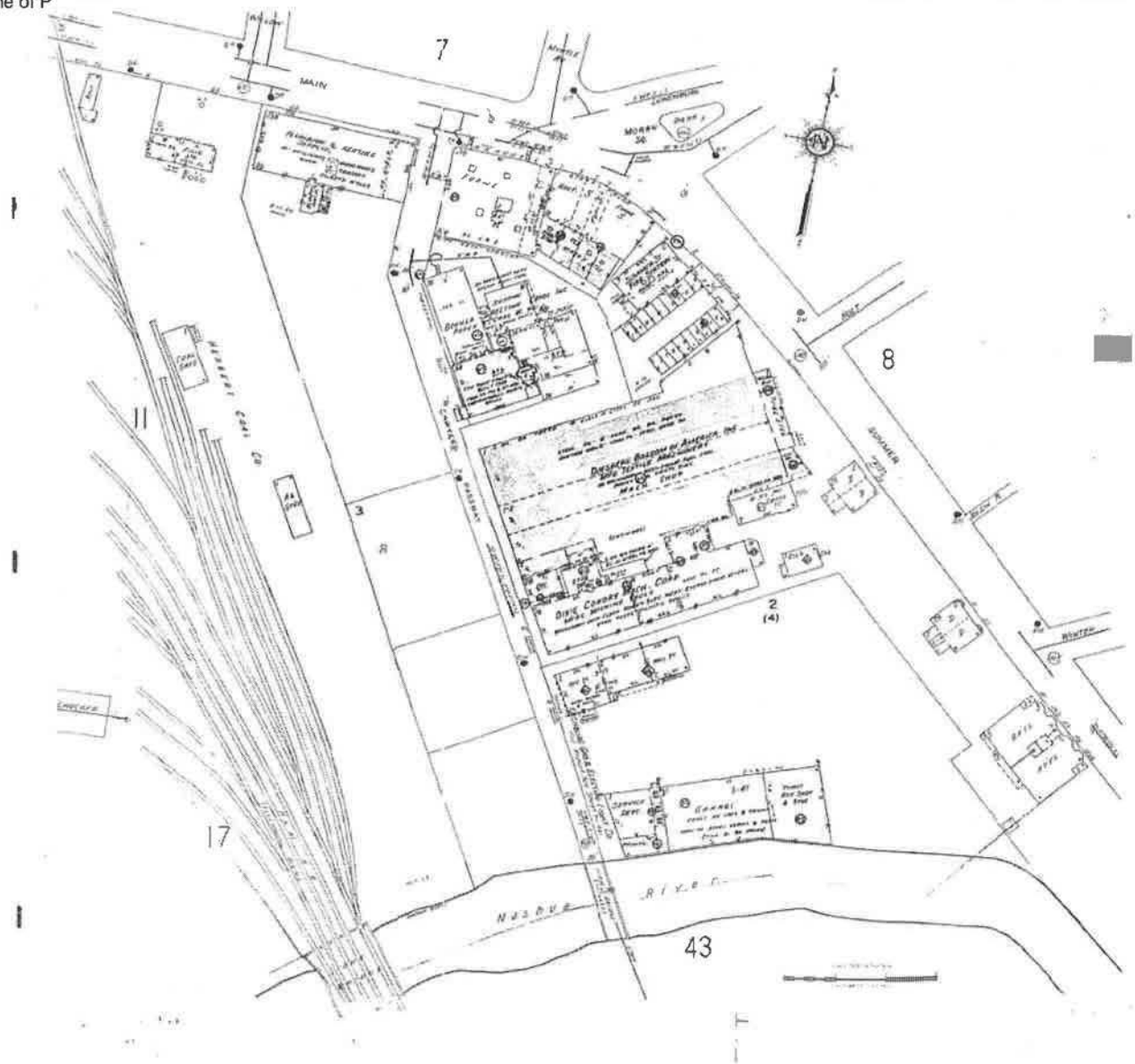


Figure 40. 1950 (1936 updated to 1950) Sanborn map, portion of Sheet 12.



## Moran Square Historic District

Fitchburg, Worcester County, MA

### District Data Sheet

| Address  | Assessors Lot and Parcel # | MHC No.  | Resource Name  | Date                                 | Style/Architect                       | Type/ C or NC Status | Map No. | Photo No. |
|--|----------------------------|----------|--|--------------------------------------|---------------------------------------|----------------------|---------|-----------|
| 9 Highland Avenue  | 45-19-0                    | FIT.2131 | Residence  | ca.1875                              | Second Empire                         | B/C                  | 1       | 16        |
| 1-5 Lunenburg Street<br>(noted as 15 Lunenburg Street in assessor's records)                 | 56-13-0                    | FIT.400  | Moran Building   | 1908                                 | Classical Revival/H.M. Francis & Sons | B/C                  | 2       | 15, 20    |
| 8 Lunenburg Street   | 56-10-0                    | FIT.2300 | Filling station and battery service store (1936)/University Place Business Center          | ca. 1930 (1920 on assessors' record) | No style                              | B/C                  | 3       | 14        |
| 10 Lunenburg Street  | 56-11-0                    | FIT.2301 | Store (1936)/Double-Edged Barber Shop/Store  | ca. 1930                             | No style                              | B/C                  | 4       | 14        |
| 12 Lunenburg Street  | 56-11-0                    | FIT.2302 | Filling Station (1936)/Fanelli Auto Repair   | ca. 1930, with ca. 1950 section      | No style                              | B/C                  | 5       | 14        |
| Vacant lot north of 1-5 Lunenburg Street (noted as 0 Lunenburg Street in assessor's records) | 56-12-0                    |          | Site of Imperial Apartment Building (built by John Moran 1913)                             | n/a                                  | n/a                                   | n/a                  | 6       | n/a       |
| 15-25 Lunenburg Street   | 57-16-0                    | FIT.2303 | George E. Lewis Bicycle Shop (ca.1900)/Blood Block (1924)                                  | ca.1900 (b. 1897 and 1902)           | Classical Revival                     | B/C                  | 7       | 17, 18    |
| 27 Lunenburg Street  | 57-15-0                    | FIT.2304 | Dadmun Motor Company, automobiles (1924)/T. L. McCormick Transfer (1940)/Sabourin Hardware | ca.1920                              | No style                              | B/C                  | 8       | 17        |
| 10 Main Street   | 56-16-A                    | FIT.2305 | Real Estate Association Building/Syndicate Block/Brown Bag Filling Machine Company         | ca. 1895                             | Classical Revival                     | B/C                  | 9       | 8         |
| 15 Main Street   | 56-8-0                     | FIT.2306 | Tedeschi Food Shop, Inc.   | 1978                                 | No style                              | B/NC                 | 10      | 7         |

| Address  | Assessors Lot and Parcel # | MHC No.  | Resource Name  | Date   | Style/Architect                     | Type/ C or NC Status | Map No. | Photo No. |
|--|----------------------------|----------|--|--|-------------------------------------|----------------------|---------|-----------|
| 35 Main Street   | 56-7A-0                    | FIT.2307 | F. J. McCann Grocery Store   | ca. 1915                                     | Art Deco (later facing on front)    | B/C                  | 11      | 4, 7      |
| 64 Main Street   | 56-28-0                    | FIT.401  | Sylvanus Sawyer Ordnance Factory/Fitchburg Machine Works/Fitchburg Plumbing Supply | ca. 1860                                     | Greek Revival/Romanesque Revival    | B/C                  | 12      | 5, 7      |
| Moran Square, intersection of Main, Summer, and Lunenburg streets  | No parcel # (see Map 56)   | FIT.903  | Spanish American War Memorial Monument   | 1924   | No style/ Theo Alice Ruggles Kitson | O/C                  | 13      | 15, 19    |
| Moran Square, intersection of Maine, Summer, and Lunenburg streets | No parcel # (see Map 56)   | FIT.989  | Moran Square   | Named 1911, triangular island built ca. 1924 | No style                            | St/C                 | 14      | 15, 19    |
| 6 Myrtle Avenue (also 2 Lunenburg Street in assessor's records)    | 56-10-1                    | FIT.2236 | Moran Square Diner   | 1939   | No style                            | B/C                  | 15      | 13, 14    |
| 21 Myrtle Avenue   | 44-32-0                    | FIT.2075 | C. H. Brown & Company Steam Engine Manufacturing/Fitchburg Pattern Model Co.       | 1873/moved 1910                              | Greek Revival/Romanesque Revival    | B/C                  | 16      | 6         |
| 25 Sawyer Passway  | 56-17-A                    | FIT.2308 | Adjustable Table Saw Company Micron Products                                       | 1915   | No style                            | B/C                  | 17      | 9         |
| 41 Sawyer Passway  | 56-17-0                    | FIT.2309 | ATF Cowdrey Machine Division War Plant   | 1941   | No style                            | B/C                  | 18      | 9         |
| 41 Sawyer Passway  | 56-17-0                    | FIT.2310 | C. H. Cowdrey Machine Works (two sections)   | ca. 1915                                     | Romanesque Revival                  | B/C                  | 19      | 9         |
| 61 Sawyer Passway  | 56-19-A                    | FIT.2311 | Fitchburg Gas and Electric Light Company Offices Building                          | 1905   | Romanesque Revival                  | B/C                  | 20      | 10        |
| 75 Sawyer Passway  | 56-19-0                    | FIT.2312 | Fitchburg Gas and Electric Light Company Service Department and Garage             | ca. 1905                                     | No style                            | B/C                  | 21      | 11        |
| S. end of Sawyer Passway over the Nashua River                     | 56-19-0                    | FIT.990  | Fitchburg Gas and Electric Light Co. iron truss bridge and second truss bridge     | ca. 1905                                     | Pratt pony truss                    | 2St/2C               | 22, 22A | 12        |
| 1-11 Summer Street (vacant)  | 56-16-0                    |          | Vacant lot below Summer Street that formerly held a series of retail stores        | n/a  | n/a                                 | n/a                  | 23      | n/a       |

| Address   | Assessors Lot and Parcel # | MHC No.  | Resource Name   | Date                                  | Style/Architect   | Type/ C or NC Status | Map No. | Photo No. |
|---|----------------------------|----------|---|---------------------------------------|-------------------|----------------------|---------|-----------|
| lot)  |                            |          | (demolished after 1950)   |                                       |                   |                      |         |           |
| 5 Summer Street (15 on assessor's records)  | 56-15-0                    | FIT.2313 | Summer Street Fire Station  | 1893                                  | Classical Revival | B/C                  | 24      | 15, 21    |
| 10-12 Summer Street   | 57-8-0                     | FIT.2314 | The Royal Apartments  | ca. 1909; fourth story added ca. 1910 | No style          | B/C                  | 25      | 22        |
| 17-19 Summer Street (17 on assessor's records)                                      | 56-14-0                    | FIT.2315 | C. W. Moeckel, Florist (ca. 1930)/Brown's Watch Shop (1967)   | ca.1930/1967                          | No style          | B/C                  | 26      | 15        |
| 21-23 Summer Street   | 57-7-0                     | FIT.1400 | Sylvanus Sawyer House   | ca. 1870                              | Second Empire     | B/C                  | 27      | 24, 25    |
| Vacant lot b. 21 and 31 Summer Street   | 57-6-0                     |          | No record in assessor's record for this parcel #, though shown on map 57; overgrown with mature trees | n/a                                   | n/a               | n/a                  | 28      | n/a       |
| 28 Summer Street  | 57-36-0                    | FIT.2316 |   | 1870-1875                             | Second Empire     | B/C                  | 29      | 22        |
| 30 Summer Street  | 57-37-0                    | FIT.2317 |   | 1870-1875                             | Second Empire     | B/C                  | 30      | 23        |
| 30 Summer Street Retaining wall   | 57-37-0                    | FIT.991  | Retaining wall of 30 Summer Street  | ca. 1930                              | No style          | St/C                 | 31      | 23        |
| 31-33 Summer Street   | 57-5-0                     | FIT 1401 | Sylvanus Sawyer Barn and Double Residence   | ca. 1870                              | Second Empire     | B/C                  | 32      | 27        |
| Lot east of 31-33 Summer Street with section south of 21-23 and 31-33 Summer Street | 57-4-0                     | FIT.992  | Sylvanus Sawyer terrace connected stone steps, and walls; site of ca. 1900 Sawyer Apartment Building  | ca. 1870-1876 for stone work          | n/a               | St/C                 | 33      | 25        |
| 34 Summer Street  | 57-37-B                    | FIT.1402 | Caleb Jaquith House/William Rueben Baker House  | ca. 1850                              | Greek Revival     | B/C                  | 34      | 26        |
| Retaining Wall, 34 Summer Street  | 57-37-B                    | FIT.1402 | Retaining wall in front of house  | ca.1900                               | No style          | St/C                 | 35      | 26        |
| 36 Summer Street  | 57-38-0                    | FIT.2318 | Residence   | ca. 1900                              | Queen Anne        | B/C                  | 36      | 26        |
| 36 Summer Street, retaining wall  | 57-38-0                    | FIT.994  | Retaining wall in front of house  | ca. 1900                              | No style          | St/C                 | 37      | 26        |

| Address   | Assessors Lot and Parcel # | MHC No.  | Resource Name   | Date                               | Style/Architect             | Type/ C or NC Status | Map No. | Photo No. |
|---|----------------------------|----------|---|------------------------------------|-----------------------------|----------------------|---------|-----------|
| 0 Summer Street (vacant lot - corner of Summer and Winter streets) b. 36 and 40 Summer Street | 57-39-0                    |          | Site of Bernon Apartment Building/Parking lot for Northern Worcester County Board of Realtor          | n/a                                | n/a                         | n/a                  | 38      | n/a       |
| 40 Summer Street  | 57-106-0                   | FIT.2319 | Northern Worcester County Board of Realtors   | 1950                               | Colonial Revival            | B/C                  | 39      | 28        |
| 42 Summer Street  | 57-107                     | FIT.2232 | Annie Young/James Young Residence (ca. 1920-1950)   | ca. 1875/1893 on assessor's record | Second Empire               | B/C                  | 40      | 29        |
| 11 Willow Street  | 44-65-0                    | FIT.402  | C. H. Brown & Company Steam Engine Manufacturing  | ca. 1875                           | Second Empire               | B/C                  | 41      | 3         |
| 21 Willow Street  | 44-63-0                    | FIT.2320 | Fitchburg Motor Sales/Ron's Auto Sales & Service Center   | ca. 1920-1925                      | No style                    | B/C                  | 42      | 3         |
| 25 Willow Street  | 44-66-0                    | FIT.2321 | Donnelly Company/Merit Machine Manufacturing  | ca.1925/ca.1945 /ca.1880.          | No style                    | B/C                  | 43      | 2         |
| 26 Willow Street (aka 45 North Street in assessor's record)                                   | 44-84-0                    | FIT.2252 | Simonds Manufacturing Company/Winthrop Building/Scratch & Dent Warehouse/Simonds Hall Student Housing | 1918                               | No style/John Oviatt DeWolf | B/C                  | 44      | 1         |

**TOTALS**

No. of Buildings: 33 (32 C, 1 NC)

No. of Structures: 7

No. of Objects: 1

No. of Sites: 0

No. of Contributing Resources: 40

No. of Noncontributing Resources: 1

Four (4) vacant lots (neither C or NC) and not counted as a building, site, structure or object.





**CITY OF FITCHBURG  
MASSACHUSETTS**

Parcel boundaries shown on this map are for assessment and planning purposes only.  
Scale: 1 inch = 40 feet

0 36 666662869333333110 220 Feet

Legend

- Easement
- Historic Lot Line
- Open water
- Wetland
- Parcel on adjacent map

Sheet Number:  
**44**

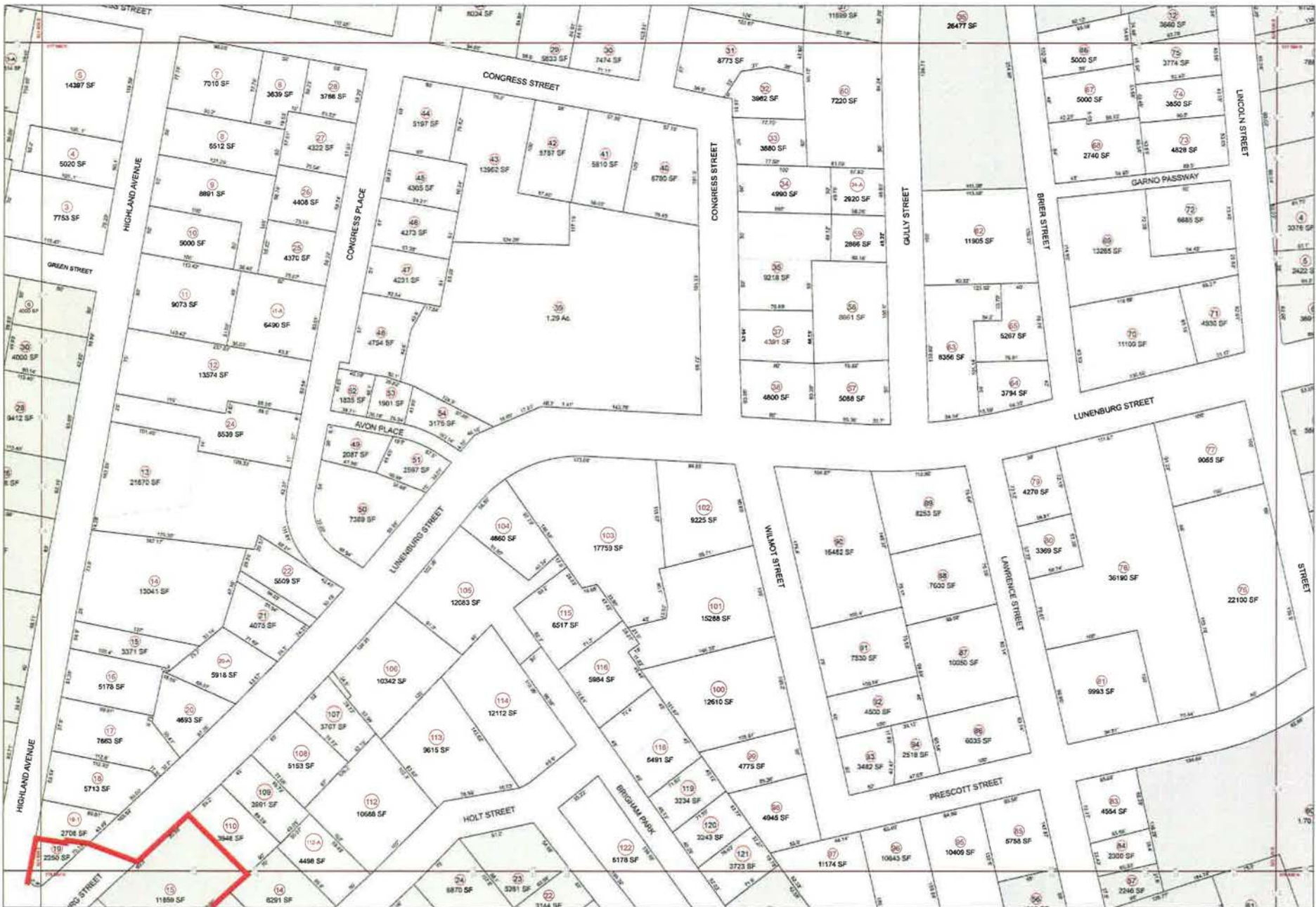
|     |     |     |      |
|-----|-----|-----|------|
| 25R | 26R | 27R | 28R  |
| 29R | 30R | 31R | 32R  |
| 33R | 34R | 35R | 36R  |
| 37R | 38R | 39R | 40R  |
| 41R | 42R | 43R | 44R  |
| 45R | 46R | 47R | 48R  |
| 49R | 50R | 51R | 52R  |
| 53R | 54R | 55R | 56R  |
| 57R | 58R | 59R | 60R  |
| 61R | 62R | 63R | 64R  |
| 65R | 66R | 67R | 68R  |
| 69R | 70R | 71R | 72R  |
| 73R | 74R | 75R | 76R  |
| 77R | 78R | 79R | 80R  |
| 81R | 82R | 83R | 84R  |
| 85R | 86R | 87R | 88R  |
| 89R | 90R | 91R | 92R  |
| 93R | 94R | 95R | 96R  |
| 97R | 98R | 99R | 100R |

|             |             |             |
|-------------|-------------|-------------|
| 31<br>09814 | 32<br>09815 | 33<br>09711 |
| 43<br>09619 | 44<br>09620 | 45<br>09716 |
| 56<br>09624 | 58<br>09625 | 57<br>09721 |



Map Produced By:  
AppGeo  
January 2013





**CITY OF FITCHBURG  
MASSACHUSETTS**

Parcel boundaries shown on this map are for assessment and planning purposes only.  
Scale: 1 inch = 40 feet

0 36.66666666666667 33333333110

220 Feet

**Legend**

- Easement
- Historic Lot Line
- Open water
- Wetland
- Parcel on adjacent map

Sheet Number:  
**45**

|       |       |       |       |
|-------|-------|-------|-------|
| 2491  | 6291  | 8189  | 4225  |
| 5094  | 8094  | 3208  | 7192  |
| 1794  | 7944  | 7994  | 4204  |
| 8855  | 8794  | 8894  | 8994  |
| 9481  | 9584  | 9684  | 9774  |
| 10024 | 10094 | 10184 | 10284 |
| 3104  | 11184 | 11284 | 11384 |
| 11894 | 11984 | 12084 | 12184 |

|       |       |       |
|-------|-------|-------|
| 32    | 33    | 34    |
| 09616 | 09711 | 09712 |
| 44    | 45    | 46    |
| 09620 | 09716 | 09717 |
| 56    | 57    | 58    |
| 09625 | 09721 | 09722 |



Map Produced By:  
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January 2013



**CITY OF FITCHBURG  
MASSACHUSETTS**

Parcel boundaries shown on this map are for assessment and planning purposes only.  
Scale: 1 inch = 40 feet

0 36.66666666666667 220 Feet

**Legend**

- Easement
- Open water
- Parcel on adjacent map
- Historic Lot Line
- Wetland

Sheet Number:  
**56**

|      |      |      |      |
|------|------|------|------|
| 206  | 207  | 216  | 228  |
| 288  | 289  | 304  | 318  |
| 778  | 786  | 794  | 804  |
| 864  | 874  | 884  | 894  |
| 948  | 958  | 1048 | 1074 |
| 1024 | 1034 | 1044 | 1054 |
| 1104 | 1114 | 1124 | 1134 |
| 1184 | 1194 | 1204 | 1214 |

|       |       |       |
|-------|-------|-------|
| 43    | 44    | 45    |
| 09619 | 09620 | 09716 |
| 55    | 56    | 57    |
| 09824 | 09825 | 09721 |
| 68    | 69    | 70    |
| 10404 | 10405 | 10501 |

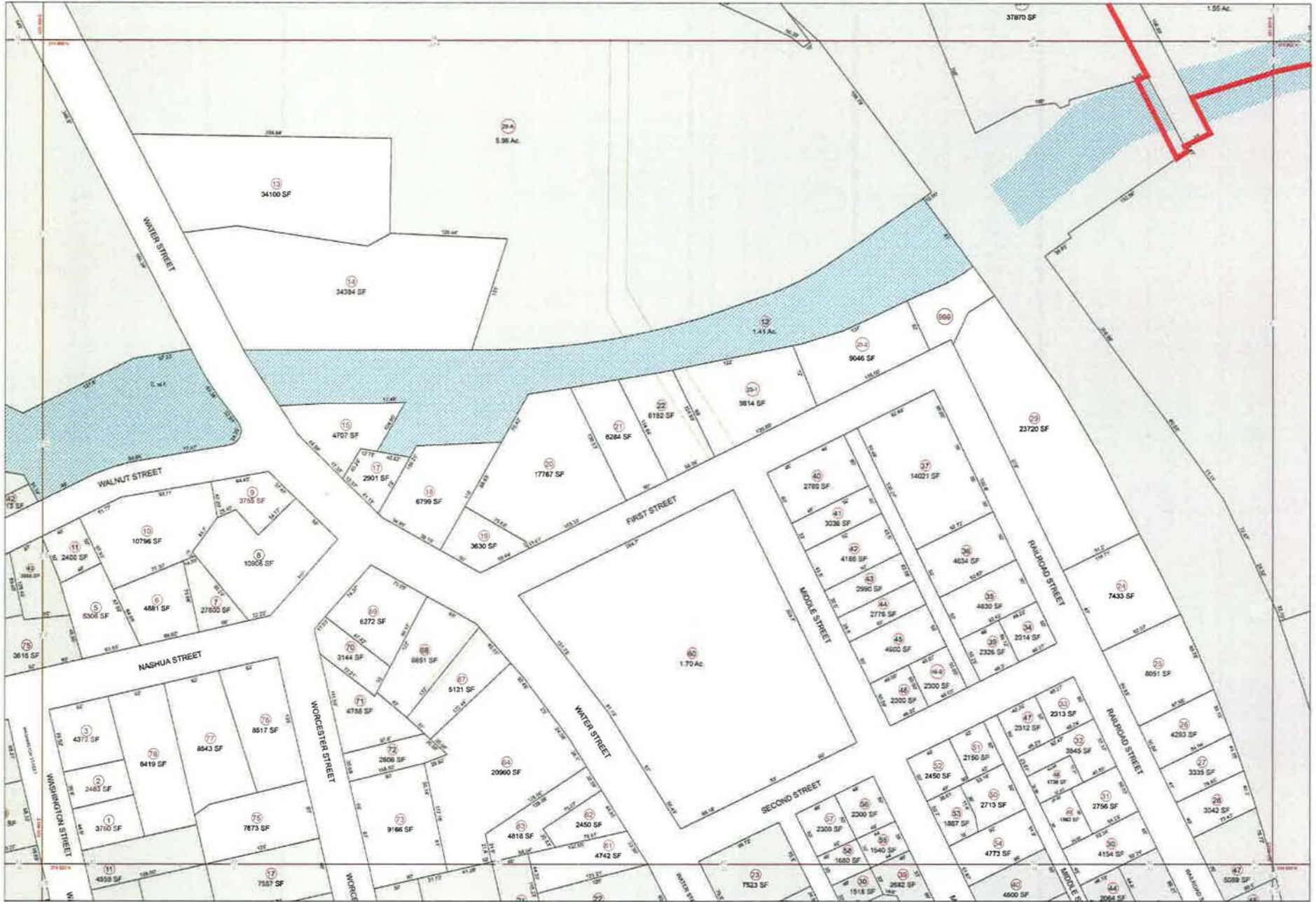


Map Produced By:  
**AppGeo**  
January 2013









**CITY OF FITCHBURG  
MASSACHUSETTS**

Parcel boundaries shown on this map are for assessment and planning purposes only.

Scale: 1 inch = 40 feet

0 36 666666663333333110 220 Feet

**Legend**

- Easement
- Historic Lot Line
- Open water
- Wetland
- Parcel on adjacent map

Sheet Number:  
**69**

|      |      |      |      |
|------|------|------|------|
| 1006 | 1007 | 1008 | 1009 |
| 1010 | 1011 | 1012 | 1013 |
| 1014 | 1015 | 1016 | 1017 |
| 1018 | 1019 | 1020 | 1021 |
| 1022 | 1023 | 1024 | 1025 |
| 1026 | 1027 | 1028 | 1029 |
| 1030 | 1031 | 1032 | 1033 |
| 1034 | 1035 | 1036 | 1037 |
| 1038 | 1039 | 1040 | 1041 |
| 1042 | 1043 | 1044 | 1045 |
| 1046 | 1047 | 1048 | 1049 |
| 1050 | 1051 | 1052 | 1053 |
| 1054 | 1055 | 1056 | 1057 |
| 1058 | 1059 | 1060 | 1061 |
| 1062 | 1063 | 1064 | 1065 |
| 1066 | 1067 | 1068 | 1069 |
| 1070 | 1071 | 1072 | 1073 |
| 1074 | 1075 | 1076 | 1077 |
| 1078 | 1079 | 1080 | 1081 |
| 1082 | 1083 | 1084 | 1085 |
| 1086 | 1087 | 1088 | 1089 |
| 1090 | 1091 | 1092 | 1093 |
| 1094 | 1095 | 1096 | 1097 |
| 1098 | 1099 | 1100 | 1101 |
| 1102 | 1103 | 1104 | 1105 |
| 1106 | 1107 | 1108 | 1109 |
| 1110 | 1111 | 1112 | 1113 |
| 1114 | 1115 | 1116 | 1117 |
| 1118 | 1119 | 1120 | 1121 |
| 1122 | 1123 | 1124 | 1125 |
| 1126 | 1127 | 1128 | 1129 |
| 1130 | 1131 | 1132 | 1133 |
| 1134 | 1135 | 1136 | 1137 |
| 1138 | 1139 | 1140 | 1141 |
| 1142 | 1143 | 1144 | 1145 |
| 1146 | 1147 | 1148 | 1149 |
| 1150 | 1151 | 1152 | 1153 |
| 1154 | 1155 | 1156 | 1157 |
| 1158 | 1159 | 1160 | 1161 |
| 1162 | 1163 | 1164 | 1165 |
| 1166 | 1167 | 1168 | 1169 |
| 1170 | 1171 | 1172 | 1173 |
| 1174 | 1175 | 1176 | 1177 |
| 1178 | 1179 | 1180 | 1181 |
| 1182 | 1183 | 1184 | 1185 |
| 1186 | 1187 | 1188 | 1189 |
| 1190 | 1191 | 1192 | 1193 |
| 1194 | 1195 | 1196 | 1197 |
| 1198 | 1199 | 1200 | 1201 |

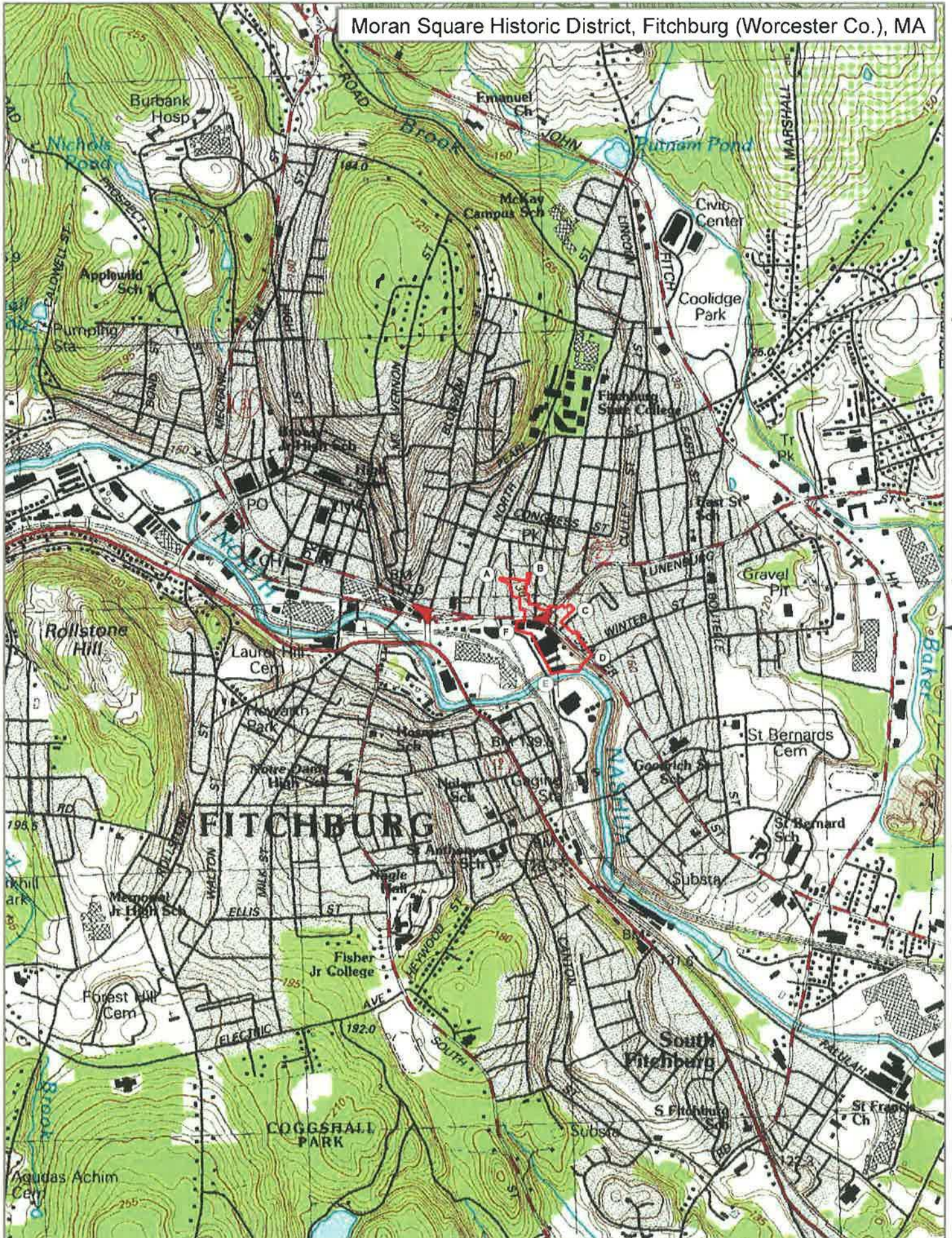
|             |             |             |
|-------------|-------------|-------------|
| 55<br>09624 | 56<br>09625 | 57<br>09721 |
| 68<br>10404 | 69<br>10405 | 70<br>10501 |
| 81<br>10409 | 82<br>10410 | 83<br>10506 |



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January 2013



Moran Square Historic District, Fitchburg (Worcester Co.), MA











MERIT  
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21





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57





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www.biblebelievers.org  
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**North Carolina Homeownership Association of REALTORS**

**Bible Believers Baptist Church**







UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 11/21/2017      Date of Pending List: 12/15/2017      Date of 16th Day: 1/2/2018      Date of 45th Day: 1/5/2018      Date of Weekly List: 1/5/2018

Reference number:

Nominator:

Reason For Review:

Accept       Return       Reject      1/4/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall      Discipline Historian

Telephone \_\_\_\_\_      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



**The Commonwealth of Massachusetts**  
William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission

November 15, 2017

Mr. J. Paul Loether  
National Register of Historic Places  
Department of the Interior  
National Park Service  
1849 C Street, NW stop 7228  
Washington, DC 20240

Dear Mr. Loether:

Enclosed please find the following nomination form:

Moran Square Historic District, Fitchburg (Worcester), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Betsy Friedberg".

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure

cc: Rita Walsh, consultant  
Maureen Cavanaugh, Carolyn Barry, VHB  
Honorable Stephen L. DiNatale, Mayor, City of Fitchburg  
Sam Blair, Chair, Fitchburg Historical Commission  
Fitchburg Office of Community Development  
Fitchburg Planning Board  
Angelo Bisolo, Jody Joseph, Ward Councilors