

United States Department of the Interior
National Park Service

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Walden Street Cattle Pass

other names/site number _____

2. Location

street & number adjacent to MBTA right-of-way at Walden Street N/A not for publication

city or town Cambridge N/A vicinity

state Massachusetts code MA county Middlesex code 017 zip code 02140

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 ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Judith B. McDonough 5/2/94
Signature of certifying official/Title Judith B. McDonough Date Executive Director
Massachusetts Historical Commission, State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
- ☐ determined eligible for the National Register.
☐ See continuation sheet.
- ☐ determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other, (explain:) _____

Signature of the Keeper

Edson H. Beall

Entered in the
National Register

Date of Action

6/3/94

Walden Street Cattle Pass

Middlesex County, MA

Name of Property

County and State

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

_____	_____	buildings
_____	_____	sites
1	1	structures
_____	_____	objects
1	1	Total

Name of related multiple property listing

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

Cambridge MRA

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

AGRICULTURE/SUBSISTENCE: animal facility

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation Brick

walls Brick

roof Brick

other Rubble granite abutments; rubble
granite retaining wall

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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.)

Property is:

- ☐ **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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

AGRICULTURE

COMMERCE

COMMUNITY PLANNING & DEVELOPMENT

Period of Significance

1857 - 1869

Significant Dates

1857 (construction present brick pass)

1869 (closure of slaughterhouse)

Significant Person

(Complete if Criterion B is marked above)

Potter, Henry (1800-1876)

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data:

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

Name of repository:

Cambridge Historical Commission

Walden Street Cattle Pass

Name of Property

Middlesex County, MA

County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	9	3	2	5	0	6	0	4	6	9	4	9	6	0
Zone	Easting		Northing												
2															

3															
Zone	Easting		Northing												
4															

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

Sarah Zimmerman, Cambridge Historical Commission and Betsy Fredberg, NR Director,
name/title MHC

organization Massachusetts Historical Commission date April 1994

street & number 80 Boylston Street telephone (617) 727-8470

city or town Boston state MA zip code 02116

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet



Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts

Section number 7 Page 1

7. DESCRIPTION

The Walden Street Cattle Pass is adjacent to a larger span which carries traffic on Walden Street over a two-track right-of-way currently used for the Massachusetts Bay Transportation Authority (MBTA) commuter rail system. The bridge, which is 85' long and 43.3' wide, consists of two sections: a double-barreled through-plate girder bridge with a steel superstructure supported on large, rubble-block granite abutments and an adjoining semicircular single-arch brick span. The bridge is set at a slight (26°) skew and spans a cut roughly 20' deep. The subject of the present nomination is the single-arch brick span section of the bridge; the remainder of the structure is considered noncontributing.

The cattle pass is constructed of soft, red common brick (probably of local Cambridge manufacture) laid in common bond with a coarse lime mortar. The entrances to the tunnel are set with face rings of four courses of header brick. An inner surface of face brick lines the spandrel walls. The floor of the pass is earthen. The tunnel's dimensions are 30' long by 12' wide by 8'10" high. Flared abutments of brick tie into the granite bridge foundation on the south and a rubble granite retaining wall on the north. The abutments extend the tunnel by another 7.5' at each end.

The Walden Street Cattle Pass was constructed in 1857, when Walden Street was laid out from Vassall Lane to North (now Massachusetts) Avenue. At that time, the street passed through a large parcel of land owned by Henry Potter, owner of a packing house and feedlots in Cambridge and proprietor of a provision business in Boston. A large regional market for the sale of cattle had been established in 1831 at Porter's Hotel, the pens for which were located adjacent to Henry Potter's land. At the time of the construction of the cattle pass in 1857, the market was still an active and important regional center of the cattle trade. In order for Potter's cattle to graze freely on his feedlots, continual access across Walden Street was critical. The cattle pass provided that access until the feedlots were ultimately sold for development in 1869.

As originally built, the Walden Street Bridge was a wooden truss structure, probably 30' wide (the same dimension as the tunnel length) and supported on the granite piers that remain in place today. The foundations have been augmented and the

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts**

Section number 7 Page 2

superstructure replaced several times since 1857. The first such effort occurred in 1875, when the timber deck of the original bridge rotted through.

Despite the closing of the Cambridge cattle market in the late 1860s, the rival Brighton cattle market, an older and larger venue, operated until 1956. Cattle were driven through Cambridge from Porter Station south to Sparks Street and thence to Brighton as late as the 1920s.

In August, 1875, a drove of 86 cattle crossing the Walden Street Bridge fell through to the tracks below, killing eight cows and injuring many more. A debate ensued over the responsibility for the bridge's repair, with the city and the railroad company each calling for the other to step forward. Ultimately, the city paid for the repairs. The report of the superintendent of streets for 1875 stated, "The bridge has been rebuilt substantially as before, with the addition of sidewalks . . . and was reopened for public travel Dec. 14, having been closed three and one half months." (Annual Report, 1875, p. 114)

Major alterations took place in 1892, when the bridge was thoroughly rebuilt. A contract for \$3300 was let to the King Bridge Company of Cleveland, Ohio to erect a steel and iron-plate girder bridge 63' long and 42' wide. New parapet stones and seats for the bridge were added to the old abutments at a cost of \$2400. Further repairs to the railroad bridge were made in 1914 and 1938. None of these efforts are believed to have included the cattle pass.

The surfaces of the cattle pass are at present severely deteriorated though the structure appears sound. The face rings at the east end of the tunnel appear to have been cut away to accommodate repairs made to the superstructure, while a large section of the face brick on the south spandrel wall has fallen away. The porous brick of the tunnel is heavily effloresced. The approaches to the tunnel are densely overgrown with weeds and saplings, while the span itself is strewn with trash and has been used as a shelter. Graffiti covers the walls of the tunnel and the granite abutments of the bridge. Efforts by the MBTA to cope with graffiti have resulted in the painting of the abutments with gray enamel.

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts**

Section number 7.8 Page 3.1

It does not appear that any repairs or alterations of the cattle pass have occurred since its construction. A siding abutting the pass has been unused for many years and is now overgrown. The only other landscape feature of note is a granite rubble retaining wall running for some 30' along the slope of the railroad cut on the north side.

Archaeological Description

No prehistoric sites are recorded in the vicinity of the cattle pass or in the general area (within one mile). Locational characteristics of the property (slope, drainage, distance to water) are not particularly well suited for prehistoric sites. In general, the potential for significant archaeological survivals, either prehistoric or historic is low because of intensive historic development in the area, particularly bridge, rail line, and cattle pass construction.

(end)

8. STATEMENT OF SIGNIFICANCE

The Walden Street Cattle Pass, a roughly semicircular single-arch brick tunnel located beneath the Walden Street Bridge and adjacent to the Metropolitan Boston Transit Authority's (MBTA) commuter rail right-of-way, is locally significant under Criteria A and B of the National Register of Historic Places. Its primary significance relates to the history of the cattle trade in mid 19th-century Cambridge as well as the process of the city's subsequent suburbanization. Of lesser significance are the structure's associations with Henry Potter, a wealthy provision merchant whose land was traversed by the railroad and whose cattle business relied on the tunnel.

Cattle Trade in Cambridge (Agriculture)

The purpose of the Walden Street Cattle Pass was to provide continued access for cattle grazing on Henry Potter's feedlots once that land had been bisected by Walden Street in 1857 (see 1854 Henry Walling map). The pass may also have assisted in the driving of cattle from a railroad siding on the east side of Walden Street to Potter's land and slaughterhouse on the west side of the street. After 1869, when Potter closed his slaughterhouse and sold his property for subdivision, the pass

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts**

Section number 8 Page 2

fell into disuse and has not been used since.

The cattle stockyards and markets of Cambridge, established in the area of North Cambridge now known as Porter Square in the early 19th century, were part of an important regional industry in 19th-century Boston, the provisioning of a growing city and region and the export of quartered beef and live cattle from the port of Boston to foreign and domestic markets.

The cattleyards of Porter Square evolved because of the area's position on the network of highways from the interior of Middlesex County to Boston. The Concord Highway (later North and now Massachusetts Avenue), Medford-Charlestown Road (Beech Street) and Middlesex Turnpike (Beacon and Hampshire Streets) met at Porter Square. In 1775, an important regional cattle market was established at Brighton, Massachusetts, just south of Cambridge across the Charles River and originally a parish of Cambridge known as Little Cambridge. The Brighton cattle market and abbatoir provisioned the Continental Army when it was headquartered in Cambridge in 1775 and continued to operate until 1956.

Cattle being driven from inland farms to the Brighton market passed through Porter Square, leading to the establishment first of a drovers' tavern at Beech Street and Massachusetts Avenue (Davenport Tavern, 1806) and then, in 1831, to the construction of a slaughterhouse, hotel and feed lots on Massachusetts Avenue at Porter Road. The hotel and slaughterhouse, built by Sylvester Edson, were purchased by Zechariah Porter in 1837. The hotel, renamed Porter's Cattle Market Hotel, became the center of the community's social life and a North Cambridge landmark. In 1833, Henry Potter had established his slaughterhouse at the rear of his land, a large parcel that ran from Massachusetts Avenue south to Richdale Avenue and Walden Street.

A branch rail line built to transport ice from Fresh Pond to the wharves of Charlestown opened in 1842. In 1843, the Charlestown Branch Railroad merged with the Fitchburg Railroad, which became the region's main east-west hauler of freight. The cattle trade benefitted immediately. Stock from central Massachusetts, southern New Hampshire and Vermont could be shipped directly to the cattle market and slaughterhouses at Porter Square, processed and sent on for local distribution at Boston's markets or shipped to wider markets from the port of Boston.

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts**

Section number 8 Page 3

The cattle trade remained viable until the 1860s, when the local meat-packing industry, supported by vast rail networks to the mid West and far West, began operating on a national scale. The early meat-packing sites could not accommodate this shift and new meat-packing companies located in large industrial areas adjacent to the Miller's River in East Cambridge. This process was abetted by the process of residential development that displaced the small fringe industries of the early 19th-century. However, cattle were brought by rail to Porter's Station and driven through the streets to Brighton until the 1920s.

Criterion A: Suburbanization of North Cambridge
(Community Planning & Development)

Despite the success of the cattle yards, the increasing suburbanization of North Cambridge after the mid-century ultimately led to their closure as residents would no longer tolerate the noisome effects of the trade. The death in 1868 of Zechariah Porter (the proprietor of the cattle market, owner of the Porter House Hotel, and eponym of Porter Square) and Henry Potter's retirement from the provision business in 1869 signalled the end of the trade and opened the area for residential development. In the years following, the stock yards and feed lots were laid out as Porter, Creighton, Regent, Walden, Richdale, Hubbard, and Raymond streets and subdivided with houselots. The area developed slowly over the next 30 years with a mix of modest single and two-family houses and some industrial uses.

The property on which the Walden Street Cattle Pass stands was part of a large parcel of land owned assembled by Henry Potter. Potter began purchasing land near Porter Square in 1827, starting with three parcels of land totalling 32 acres and located between present-day Creighton Street and Cogswell Avenue (South Middlesex Registry of Deeds, Book 275, pp. 239-241). He continued to acquire land surrounding that parcel through the 1830s and 1840s, not beginning to sell any of these holdings until the 1850s.

At the southwestern corner of this property (behind 107-133 Walden Street), in 1833, Potter erected a slaughterhouse. The Walling map shows a pathway running from two buildings on North Avenue down to Potter's "Packing House". The map also indicates that an allee of trees ran from Porter's cattle pens to Potter's North Avenue buildings, which tax records state were a large house and one outbuilding (valued at \$15,000 in 1855) and a small

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts**

Section number 8 Page 4

house (valued at \$4,000). (The large house was probably Potter's residence in the 1840s.) Presumably, Potter would purchase livestock at the market, grazing them on his adjacent land (which was probably maintained as feed lots) before taking them for slaughter in his slaughterhouse. Packed beef could then be transported to his provision store in Boston for sale.

In 1842, the Charlestown Branch Railroad opened a freight line across Potter's land in a cut just north of his slaughterhouse. The legislation establishing the branch line specified fencing the right-of-way within 100 feet of the intersection of North Avenue and Milk Row (Somerville Avenue), but across Potter's land, the right-of-way was not fenced and access to the slaughterhouse over the tracks would have been maintained (although Potter certainly would have fenced his own land to contain his cattle).

Impediments to Potter's free use of his land did not exist until 1857, when the City of Cambridge purchased a right-of-way along an old rangeway running from Vassal Lane northeast to Garden Street and then along an existing lane to the bottom of Potter's property (South Middlesex Registry of Deeds, Book 800, page 266). The road continued as a 40' right-of-way northeast to North Avenue, bisecting Potter's land. To carry the road across the 20 foot-deep railroad cut, a wooden bridge with granite footings was erected.

The Mayor's Address published in the 1861 Annual Report of the city noted the acceptance of two new streets (actually two sections of what would be named Walden Street). The mayor, James D. Green, proclaimed:

these two streets will afford accommodation, which has been long and greatly needed, to a large and increasing population, and will bring into the market an extensive tract of land eligible for building purposes, which will doubtless ere long add much to the taxable property of the City.

The street confirmed the future of the area for residential use but impeded Potter's access to his land. Possibly as a condition of the city's purchase, the arched cattle pass was constructed in the foundation of the north end of the bridge, thereby enabling cattle to travel freely between the two sections of Potter's land, avoiding the road.

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts**

Section number 8 Page 5

Roughly concurrent with the City's infrastructure investment in the residential development of the Walden Street area were Potter's own efforts to improve his holdings with houses. Beginning in 1855, when Potter deeded some land on North Avenue to the North Cambridge Baptist Society, he worked to open a new residential street along the western edge of his property. By 1857, five houses stood on the west side of Cogswell Avenue, all of them subject to deed restrictions imposed by Potter which prohibited the conduct of any "nauseous or offensive business whatever", including "the business of Butcher, Soap Boiler, Brewer, Tanner, Dyer, Founder, Brickmaker [or] Livery Stable Keeper" (South Middlesex Registry of Deeds, book 790, pp. 278-280).

In 1869, a year after his retirement, Potter sold 24.6 acres of land on the south side of the Fitchburg right-of-way to the New England Brick Company for residential development (South Middlesex Registry of Deeds, Book 1074, page 411). Plans on file at the South Middlesex Registry of Deeds (Plan Book 17A, plan 11) show the land platted with 121 lots, which were built up slowly through the end of the century.

By 1873, when the first atlas of the city was published, much of Potter's land north of the tracks had been developed with housing, while a few houses were scattered across the lots to the south. The trend to residential use of the area, begun in 1857 with the construction of Walden Street, was well established by then.

Criterion B: Henry Potter 1800-1876 (Commerce)

The man responsible for the construction of the cattle pass, Henry Potter, was a wealthy provision merchant and entrepreneur in mid 19th-century Cambridge and Boston. Self-made, he was listed thus in The Rich Men of Massachusetts, an 1852 "Who's Who" of 2,000 notable Massachusetts men: "Henry Potter. \$100,000 [his reputed fortune]. Began poor. Beef packer and dealer in the market. Has supported his parents, is a benevolent man." (Forbes, p. 106)

The son of Jacob and Lucy Brooks Potter, Henry was born in Concord, Massachusetts in 1800. His father, a captain in the Revolutionary army, was of unknown occupation. The younger Potter seems to have been typical of the "outsiders" described in Henry Binford's history of early 19th-century Cambridge

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts**

Section number 8 Page 6

development, *The First Suburbs* (1985): young men drawn by economic opportunity from the agricultural hinterlands to the fringe industries that grew up in Boston's inner suburbs. Though he lived in Cambridge all his adult life, Potter's business and personal connections were not centered in the traditional affairs of the city. Rather they focussed on the North Cambridge/Somerville village at Porter Square and, even more importantly, on Boston, a short commute down the Fitchburg Railroad from Porter Station.

Potter's first business partner, Thomas J. Leland, came from Somerville, the next city north of Cambridge; the two owned property further down the Fitchburg rail line in Somerville, as well as pasturage on the Somerville side of North Avenue. Potter's second partner, Reuben E. Demmon, likewise came from Somerville, as did his wife, Abigail Livermore Giles, whom Potter married in 1843.

Henry Potter's Cambridge slaughterhouse operated from 1833 to 1869, and was supplemented, for at least a part of that time, by a second slaughterhouse he owned in Brighton (South Middlesex Registry of Deeds, Book 353, pages 204-05). His obituary (*Boston Daily Advertiser*, Saturday, April 1, 1876) stated Potter started in the provision business at the Boylston Market at Boylston and Washington streets in what is now the Chinatown section of Boston and moved by 1837 to quarters in Fanueil Hall Market, where his firm remained until his retirement in 1868. Potter could supply his Boston market with beef fattened and slaughtered on his property, commuting from Cambridge on regular rail connections to North Station, a short walk from Faneuil Hall Market.

Potter's success in the provision business allowed him to venture into real estate development, converting his large landholdings into residential subdivisions and generating even greater wealth. Described in 1827 as a yeoman in the deed for his first land purchase, by 1860, Potter was the eighth largest taxpayer in Cambridge (Binford, p. 168). On his death in 1876, Potter's estate was valued at over \$200,000. Potter's death certificate identifies him as a "gentleman." Potter, his parents, wife and two of his three children are buried in a prominent lot at Mount Auburn Cemetery (Poplar Avenue #783).

Potter also served the North Cambridge community in other ways. An incorporator of the Cambridge Market Bank, an institution founded by North Cambridge businessmen in 1851 near Porter's

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts**

Section number 8, 9 Page 7, 1

Hotel, Potter served as an officer of the bank for many years. He also donated land at Cogswell and North avenues in 1855 to allow the North Cambridge Baptist Society to erect a church. Whether Potter himself was a member of the society is unclear, but given his longstanding commitment to the area, it is not unlikely.

While the cattle tunnel is the only known surviving resource in Cambridge associated with Potter's business, his homestead at 1 Potter Park in Cambridge is an extraordinary and locally unique structure. Built in 1839-1840 and purchased by Potter in 1849, the large Greek Revival house was moved in 1883 by Potter's son and heir and exuberantly modernized with applied decorative details. Henry Staples Potter also subdivided the lot at that time, creating Potter Park, a cul-de-sac off Linnaean Street south of Porter Square and building the houses at 2 and 3-4 Potter Park.

(end)

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Binford, Henry C. *The First Suburbs: Residential Communities on the Boston Periphery (1815-1860)*. Chicago: University of Chicago Press, 1985.

Cambridge Chronicle, September 4, September 18, 1875; January 1, 1876.

Cambridge Historical Commission. Inventory files for Cogswell Avenue, Potter Park, Walden Street Bridge, Walden Street.

Cambridge Historical Commission. *Survey of Architectural History in Cambridge: Volume Five: Northwest Cambridge*. Cambridge: MIT Press, 1977.

City of Cambridge, *Annual Reports*, 1861, 1862, 1863, 1864, 1875, 1892

City of Cambridge, *Vital Records* (various dates)

(continued)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts

Section number 9, 10 Page 2, 1

Forbes, Abner. The Rich Men of Massachusetts: Containing a Statement of the Reputed Wealth of about Two Thousand Persons, with Brief Sketches of Nearly Fifteen Hundred Characters. Boston: Redding & Co., 1852.

Hopkins, G.M. Atlas of the City of Cambridge, Massachusetts. Philadelphia, 1873.

Marchione, William P. The Bull in the Garden: A History of Allston-Brighton. Boston: Trustees of the Boston Public Library, 1986.

Paige, Lucius R. History of Cambridge, Massachusetts, 1630-1877. Boston: H.O. Houghton & Company, 1877.

South Middlesex County Registry of Deeds (various records as cited).

South Middlesex County Registry of Probate. Docket #8900 (Henry Potter).

Walling, H.F. Map of the City of Cambridge. 1854.

(end)

10. GEOGRAPHICAL DATA

Verbal Boundary Description

The Walden Street Cattle Pass is bounded by a polygon defined as a line appearing on Cambridge Planning Department quadrangle #16 (1" = 100'). The nominated property includes the Walden Street Bridge (its superstructure and abutments), the Walden Street Cattle Pass, and 100 feet of the MBTA right-of-way.

Verbal Boundary Justification

The nominated property is justified as the full 40' width of the Walden Street Bridge, as well as the full 70' length of the right-of-way over which the bridge was first constructed in 1857. Included within the nominated area are two 35-foot deep areas abutting the entrances to the cattle pass and incorporating a portion of the granite rubble retaining wall on the northeast side of the cattle pass and a similar approach on the northwest side of the cattle pass. The buffer zone is justified by its

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Walden Street Cattle Pass
Cambridge (Middlesex County)
Massachusetts**

Section number 10 Page 2

structural relationship to the physical integrity of the slope within which the cattle pass is located, as well as its physical continuity with the northernmost abutment of the Walden Street Bridge. The cattle pass, its approaches and the northernmost abutment are considered contributing to the nomination; the remainder of the nominated area and structure are noncontributing.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet

Item number

Page 15 of 17

Multiple Resource Area
Thematic Group

Name Cambridge Multiple Resource Area
State MA

Nomination/Type of Review

Date/Signature

141. Taylor Square Firehouse

✓ Keeper

William H. Brachman 4.13.82

Attest

142. Aborn, John, House

✓ Keeper

William H. Brachman 4.13.82

Attest

143. Hews Pottery Company Carriage
House

✓ Keeper

4/13/82

Attest

144. Walden Street Cattle Tunnel

Suppletive Review

✓ Keeper

Attest 4.13.82

Attest

145. Slowey, Patrick, House

✓ Keeper

William H. Brachman 4.13.82

Attest

146. Fresh Pond Hotel

✓ Keeper

William H. Brachman 4.13.82

Attest

147. McLean, Isaac, House

✓ Keeper

William H. Brachman 4.13.82

Attest

148. Billings, Frederick, House

✓ Keeper

William H. Brachman 4.13.82

Attest

149. Farwell, R. H., House

Suppletive Review

✓ Keeper

William H. Brachman 4.13.82

Attest

150. St. John's Roman Catholic Church

✓ Keeper

Donna M. Dwyer 6.30.83

Attest

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Walden Street Cattle Pass
NAME:

MULTIPLE Cambridge MRA
NAME:

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 5/05/94 DATE OF PENDING LIST: 5/17/94
DATE OF 16TH DAY: 6/02/94 DATE OF 45TH DAY: 6/19/94
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 94000554

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 6/3/94 DATE

Entered in the
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

☐ count ☐ resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

☐ historic ☐ current

DESCRIPTION

☐ architectural classification
☐ materials
☐ descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

☐ summary paragraph
☐ completeness
☐ clarity
☐ applicable criteria
☐ justification of areas checked
☐ relating significance to the resource
☐ context
☐ relationship of integrity to significance
☐ justification of exception
☐ other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

☐ acreage ☐ verbal boundary description
☐ UTM's ☐ boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

☐ sketch maps ☐ USGS maps ☐ photographs ☐ presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Signed _____ Phone _____

Date _____



CAMBRIDGE HISTORICAL COMMISSION PHOTOGRAPH

By C.M. Sullivan

No. 1377/11 Date 7/7/93

Walden Street Bridge

①

WALDEN STREET CATTLE PASS
ADJACENT TO MBTA RIGHT-OF-WAY
AT WALDEN STREET

CAMBRIDGE, MIDDLESEX CTY., MASS.

CHARLES M. SULLIVAN, 7/7/93

CHC NEG. 1377/11

VIEW WEST ALONG MBTA TRACKS;
CATTLE PASS AT RIGHT



CAMBRIDGE HISTORICAL COMMISSION PHOTOGRAPH

By E. M. Sullivan

No. 1377/2

Date 7/7/93

Walden St. Cattle Pass

②

WALDEN STREET CATTLE PASS

ADJACENT TO MBTA RIGHT-OF-WAY
AT WALDEN STREET

CAMBRIDGE, MIDDLESEX CTY., MASS.

CHARLES M. SULLIVAN, 7/7/93

CHC NEG. 1377/2

INTERIOR OF CATTLE PASS; VIEW EAST



CAMBRIDGE HISTORICAL COMMISSION PHOTOGRAPH

By C.M. Sullivan

No. 1377/8 Date 7/7/93

Walden St. Cattle Pass

③

WALDEN STREET CATTLE PASS

ADJACENT TO MBTA RIGHT-OF-WAY
AT WALDEN STREET

CAMBRIDGE, MIDDLESEX CTY., MASS.

CHARLES M. SULLIVAN, 7/7/93

CHC NEG. 1377/8

INTERIOR OF CATTLE PASS; VIEW WEST



CAMBRIDGE HISTORICAL COMMISSION COPY PHOTOGRAPH

No. 3949 Date Copied 7/93

Source Richard Cheek

Walden St. Cattle Pass c.1975

④

WALDEN STREET CATTLE PASS

ADJACENT TO MBTA RIGHT-OF-WAY
AT WALDEN STREET

CAMBRIDGE, MIDDLESEX CTY., MASS.

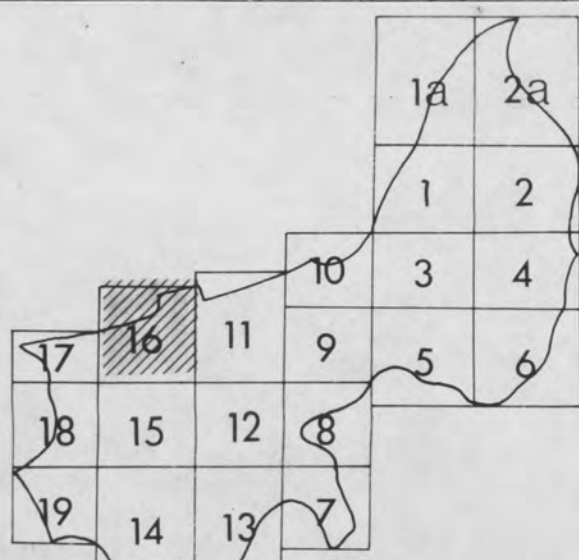
CHC NEG. 3949

RICHARD CHEEK, c.1975

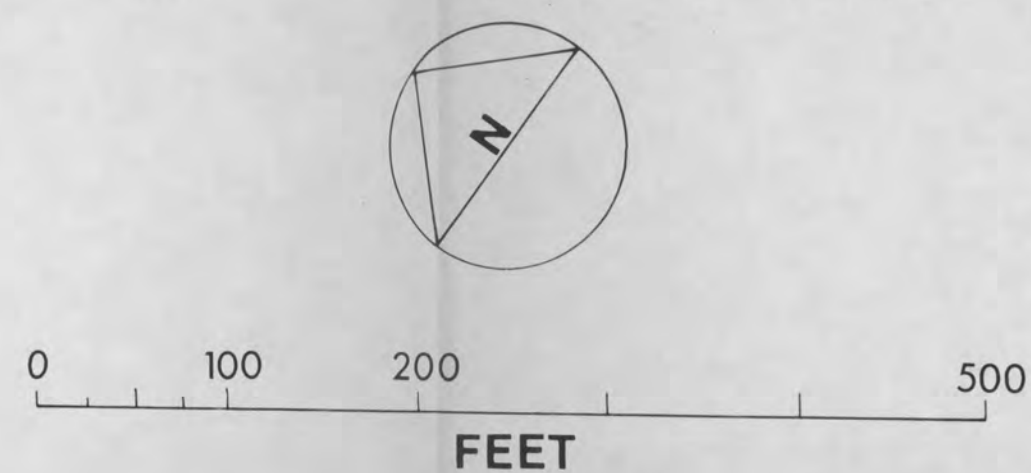
INTERIOR OF CATTLE PASS; VIEW EAST



Walden Street
at the Bus
Cambridge
MA
right of way
at Walden
Street



UPDATES	
Chris Rendon	7.22



CAMBRIDGE COMMUNITY
DEVELOPMENT DEPARTMENT

P.D. QUAD 16



April 26, 1994

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

RECEIVED 413

MAY 5 1994

**INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE**

Dear Ms. Shull:

Enclosed please find the following nomination form:

Walden Street Cattle Pass, adjacent to MBTA right-of-way at
Walden Street, Cambridge (Middlesex County), Massachusetts,
02139.

The nomination has been voted eligible by the State Review Board
and has been signed by the State Historic Preservation Officer.
Owners were notified of pending State Review Board consideration
30-75 days before the meeting and were afforded the opportunity
to comment.

Sincerely,

Betsy Friedberg

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Michael Swanson, Chief Engineer, Mass. Highway Department
Massachusetts Bay Transportation Authority
Mayor Kenneth E. Reeves, City of Cambridge
Sally Zimmerman, Cambridge Historical Commission
Susan Flannery, Director, Cambridge Public Library