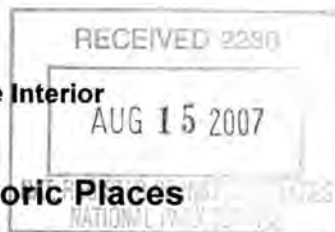


United States Department of the Interior
National Park Service



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 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. 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 Walker Body Company Factory

other names/site number _____

2. Location

street & number Oak Street at River Court _____ not for publication

city or town Amesbury _____ vicinity

state Massachusetts code MA county Essex code 009 zip code 01913

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

Brona Simon April 11, 2007
Signature of certifying official/Title _____ Date _____
Brona Simon, SHPO, Massachusetts Historical Commission

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 this 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

Patrick Andrews

Date of Action

9/28/2007

Walker Body Company Factory
Name of Property

Essex MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

(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	
<u>2</u>	<u>0</u>	building
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>2</u>	<u>0</u>	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

INDUSTRY/PROCESSING/EXTRACTION: _____

manufacturing facility

Current Functions

(Enter categories from instructions)

DOMESTIC: multiple dwelling

7. Description

Architectural Classification

(Enter categories from instructions)

Materials

(Enter categories from instructions)

foundation STONE/CONCRETE

walls BRICK – Old Mill No. 2

WOOD: Weatherboard – Mill No. 3

roof ASPHALT

other _____

Narrative Description

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number 7

Page 1

Description

The Walker Body Company complex consists of two buildings on a roughly L-shaped 4.8-acre site located between the Powwow River and the now abandoned Boston & Maine Railroad tracks in the town of Amesbury, Massachusetts. The two buildings, identified in Walker Body Company literature as Old Mill No. 2 and Mill No. 3, are situated on either side of Oak Street and are linked by an enclosed second-story connector that spans Oak Street. Old Mill No. 2 runs parallel to the Pow Wow River at the edge of the site with a landscaped area between the back of the building and the river's edge. Mill No. 3 is situated parallel to the former Boston & Maine Railroad right-of-way (now utilized as a rail-trail). The remainder of the site consists of a large parking area and landscaping. The surrounding setting is a small-scale residential neighborhood, consisting of mostly small, older, single-family and duplex dwellings, and some undeveloped woodland. The complex is located in the area of Amesbury known as Carriage Hill for the concentration of carriage-making factories that once existed there.

Old Mill No.2

Constructed ca. 1885 by the Hume Carriage Company, Old Mill No.2 is a three-story, flat-roofed, brick structure oriented east to west lengthwise on the north side of Oak Street. The building is approximately 200' in length and 50' in width. The building is two and three stories on Oak Street, and three stories on the north elevation where the terrain slopes steeply down to the Powwow River. Attached to the main building, the former boiler house was originally connected to the square smokestack extending above the roofline of the main rectangular building. This boiler house was converted to a storage area shortly after construction when a new boiler house was constructed (no longer extant) adjacent to the river. On the west elevation is a 3½-story stair and elevator tower that originally linked the building to a storehouse, demolished sometime after 1958.

The building has a simple brick cornice of three brick bands topped with denticulated bricks. Two advertising signs related to the auto industry are painted directly on the building. On the rear or north elevation, the sign reads "Automobile Bodies." On the south or Oak Street elevation, the sign reads "Howarth & Rogers Co. Automobile Bodies."

Windows openings in the building are of a regular rectangular format with arched brick lintels and wood sills. Most of the window sash are missing or damaged, but those remaining are 12/12, double-hung

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number 7

Page 2

wood units. Door openings, sometimes double-wide, repeat the window pattern with simple brick arched openings. No original doors have survived. On the rear elevation at the basement level, some new door openings have been added to accommodate a loading dock area and some original window openings have been in-filled with brick.

The interior of Old Mill No. 2 consists of an open plan on all floors with no partitions. Rows of wood columns support the beamed floor and ceiling structure. The walls are exposed brick with some remnant of white paint or whitewash visible on the surface. There is no machinery associated with the production of metal auto body parts (including body panels, hoods, fenders, housings and door locks) remaining that were manufactured in this building. In fact, unlike the expansive automobile manufacturing plants in the Midwest, Old Mill No. 2 is more consistent with the architecture of traditional textile mills found throughout New England. As the oldest Extant Walker Body Company building, the architecture of the building is indicative of its changing use in a period of time when the country was converting from a horse and carriage transportation system to an automobile society.

Mill No.3

Mill No.3 and the enclosed connector linking it to Old Mill No.2 were constructed in 1918; the building was doubled in size to the south in 1929. Mill No. 3 is three stories in height and measures 400 feet in length and 65 feet in width. The building is oriented lengthwise north to south. On the north elevation facing Oak Street is a one-story, flat-roofed, cement brick and terra cotta tile addition which housed a kiln for drying wood. At the northeast corner of the building is an enclosed freight elevator tower. A clerestory monitor runs the entire length of the building and is positioned atop the off-center ridge of the slightly-pitched gable roof.

The large wooden building was constructed in two phases, the first consisting of the kiln and a building approximately 90 feet long. The south end of the structure was added about 1929, but repeated the height, design, and materials of the earlier portion. The kiln area was originally divided into three rooms. The easternmost room has now been incorporated into a large three-story freight elevator. A cinder block addition to the kiln, completed between 1918 and 1930, has only two intact walls. During the same time period, a long narrow shipping room was built along the kiln edge, to the street, along the railroad tracks. In later years this addition was used for lumber storage and was removed after 1958. The remnants of the kiln are the only tangible remnants of the auto-related activities remaining in the building.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number 7

Page 3

During the energy crisis of the mid-1970s, Mill No.3 was enclosed in a standing-seam, corrugated metal skin. On the exterior, no original windows were left exposed and only a small number of new windows were let into the metal skin. Blown insulation was also applied to the interior surface of the existing windows. A new steel-framed structural system was inserted into the first floor of the building at this time as well. The original wood posts on the first and second floors were removed and replaced with new steel support posts in the same location. Horizontal beams were set perpendicular to the existing heavy timber beams to support the weight of the upper floor. Although the original posts were removed, the original grid pattern of posts has been retained as have the original beams.

In 2000 the metal skin was removed to expose a layer of asbestos-composite shingle applied over the original deteriorated wooden clapboards. The original wooden, double-hung, 12/12, window units, which are paired and regularly spaced, were also exposed. Although the 12/12 pane configuration is used on all three floors of the building, the windows are stepped in their size, with the units of the first floor being the longest and those of the third being the shortest.

Mill No. 3 was designed by the engineering firm of Morse & Dickinson of Beverly, Massachusetts. It is of interest that No. 3 is constructed entirely of wood with multi-paned wood sash in a period when many new industrial buildings were being constructed out of brick or reinforced concrete and with steel sash. The interior of No. 3 is that of a timber-framed, mill building with massive wood timbers present in the ceiling and roof structure. There are two bays of wood support beams running between the floors and ceiling at the third level. The original wood support beams were removed from the first and second floors when an additional steel support system was installed in those floors in the mid 1970s.

The enclosed connector linking the two mill buildings at the upper-story levels is supported by upright trusses similar to a bridge and was constructed in 1918. The walls and floors are wood and the structure has a slight bend in it as it connects the two structures. The bridge leads from the second floor of No. 3 to the third floor of Old No. 2.

In 2005-2206, the two buildings were the subject of a certified rehabilitation in which approximately 102,000 square feet of former mill space were adapted for use as apartment units.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number 7

Page 4

Archaeological Description

While no ancient Native American sites are recorded on the factory property, sites may be present. Three Native sites are known in the general area (within one mile). Environmental characteristics of the property represent locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of ancient sites. The factory buildings are located on a level to moderately sloping riverine terrace within 1,000 feet of the Powwow River. Soils in the area are well drained, formed in glacial outwash deposits. The property lies on the east bank of the Powwow River approximately one-half mile upstream of its confluence with the Merrimack River. The entire area lies within the Merrimack River drainage, a known concentration of ancient and historic Native American settlement. In spite of the above information, the potential for recovering ancient Native American resources on the factory property is low to moderate. Construction of three large mills, a storehouse, a large paved parking area, and the installation of utilities and landscaping would have destroyed or adversely affected the integrity of any ancient resources that were present.

A high potential exists for locating historic archaeological resources on the Walker Body Company Factory property. Structural evidence may survive from a storehouse probably built in the late 19th century on the west side of Mill No. 2. The storehouse was demolished in 1958. Structural evidence may also exist from a long, narrow, addition to Mill No. 3 originally used as a shipping room, then later as a storage area. The addition was also demolished in 1958. Trash deposits and evidence of utilities dating from 1885 and later may also exist on the property. Stratigraphic evidence may also exist from grading, filling, and demolitions.

(end)

Walker Body Company Factory
Name of Property

Essex, MA
County and State

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 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

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

Previous documentation on file (NPS): HPCA # 7831

- ☐ 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)

INDUSTRY

ARCHITECTURE

Period of Significance

Ca. 1885 to 1930

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Morse & Dickinson (Beverly, MA) – Mill No 3

Primary location of additional data:

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

Name of repository: _____

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

**National Register of Historic Places
Continuation Sheet**

**Walker Auto Body Company
Amesbury (Essex), MA**

Section number 8

Page 1

Statement of Significance

The Walker Auto Body Company Factory is significant as a surviving remnant of the once-thriving carriage and automobile body manufacturing industry in the town of Amesbury. The remaining two-building complex, erected between 1885 and 1915, is also significant for its associations with George T. Walker, one of the pioneers of the carriage manufacturing industry in Essex County. Mills Old No. 2 and No. 3 of the Walker Body Company represent a fragment of a once-thriving carriage and automotive body manufacturing industry within Amesbury and the surrounding Essex County towns of Merrimac, Newbury, Salisbury, and West Newbury. Built of brick and wood, with simple trim and an open multistory plan, in a form not unlike New England textile manufactories of the same period, the buildings of the Walker Auto body company reflect a time of transition in manufacturing from the age of the carriage to the age of the automobile. The Walker Auto Body Company retains integrity of location, design, setting, feeling, and association, and fulfils National Register criteria A and C at the local level.

Historical background and significance

Although early carriages and wagons were constructed almost entirely of wood, their manufacture relied heavily on other industries including leather, and metals. This resulted in many small shops producing carriage components such as iron wheel rims, leather tops and seats, and distributing the individual parts to other manufacturers where the carriages would be assembled.

Prior to 1856, the manufacture of carriages in Essex County was confined primarily to the West Parish of Amesbury, now known as the Town of Merrimac. Between 1856 and 1869, eleven carriage manufactures set up shops in Amesbury itself. Among them were the following: R.F. Briggs and Co. (1856); James Hume, E.S. Fetch, and F.D. Parry (1859); Seth Clark (1860); William Ellis, A.P. Boardman and A.M. Huntington (1867); Foster Gale (1868); and E.S. Land and John Hume (1869). The majority of the buildings associated with the early carriage manufacturing trade in Amesbury do not survive.

Following the Civil War, textile production in the northeast slumped and Amesbury's industrialists turned their full attention to the carriage-making industry. The combined product of the West Parish and Amesbury shops was almost 1,500 vehicles in 1865, produced by 140 people and valued at \$238,000, an increase of 376% from 1832.

By 1870, the carriage-making industry dominated the local economy and the name Amesbury had become synonymous throughout the United States with carriage making. By 1881, 23 carriage manufacturers were in operation in the town in a complex of mills located south of Market Square which came to be called "Carriage Hill." This can be compared to 10 carriage manufacturers with a product

(continued)

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

**National Register of Historic Places
Continuation Sheet**

**Walker Auto Body Company
Amesbury (Essex), MA**

Section number 8

Page 2

value of \$400,000 only six years earlier, in 1875. By 1888, there were 30 companies with nearly 700 employees, with a production of almost 12,000 carriages worth over \$1 million. Most of these firms were located on Elm, Washington, and Oak Streets in the Carriage Hill area.

As early as 1898, some carriage manufacturers began to produce wooden automobile bodies. In 1903, a local union strike effectively closed down and ended the carriage making trade and Amesbury began to make more auto bodies. The first bodies were wood, like carriages, and then makers switched to aluminum. Soon automobile bodies began to be made out of steel. Because the bodies were the heaviest part of the automobile, keeping transportation costs down was extremely important and most companies eventually moved to the Midwest to be closer to the large ore deposits of Michigan's Great Lakes and steel production.

The two Oak Street mill buildings represent a surviving fragment of the extensive Walker Carriage Manufacturing operations that operated in the towns of Amesbury and Merrimac in the late 19th and early 20th centuries. Constructed by the Hume Carriage Company ca. 1885, by 1918 Old Mill No. 2 had been purchased by the Walker Body Company. Since its construction, the building had been used by various carriage manufacturers, including the firm of Howarth and Rogers, and by 1904 it was occupied by a number of different automobile body manufacturers. The Walker Body Company used the building as a stamping plant, for metal working, and as a machine shop. It was at this location that they made body panels, hoods, fenders, housing, and door locks. Mill No. 3 was constructed in 1918 by the Walker Body Company and doubled in size in 1929; it was used for lumber storage and wood working. The kiln was used to dry white ash lumber.

In 1927, the Walker Body Company was operating in Amesbury and nearby Merrimac: No. 1 on Railroad Avenue was purchased by Walker in 1909 (demolished 1937); Old No. 2 on Oak Street was built by the Hume Carriage Co. in 1885 and later purchased by Walker; New No. 2 on Oakland and Morrill Streets was purchased by Walker from the G. & W. Murphy Foundry Co.; No. 3 on Oak Street was built by Walker in 1918 and expanded in 1929; No. 4 on Chestnut and Oakland Streets was built by the Clark Carriage Co. in 1888; and No. 5 on Main Street in Merrimac (demolished 1927). A new Building No. 5, located on Liberty Street, was constructed in its place.

With hard-learned experience of the fire of 1888 which claimed 19 carriage plants in Amesbury, each individual Walter plant was operated as a separate, self-sustaining unit to avoid catastrophic failure of the

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number 8

Page 3

company in the event of a disaster. In 1927, the six operating Walker plants produced and assembled different parts of automobile bodies. Old No. 2 was utilized as a stamping plant and did assorted metal work producing body panels, hoods, fenders, housings and door locks. At Mill No. 3, an abundance of mill work was created in the kiln dedicated to curing white ash lumber utilized in the production of auto bodies. Upholstery and painting were done at Mills 4 and 5 after construction of the overall millwork and body was completed at Mill No. 1.

By 1930, most of the automobile body and parts manufacturing plants had gone bankrupt, and the industry soon disappeared from Amesbury. As the American automobile industry began to be centralized in the Detroit, Michigan area, home of the "Big Three" companies of Ford, Chrysler, and General Motors, most of the local manufacturers were simply unable to compete in the tight market that resulted. Some body manufacturing continued in Amesbury through the 1920s, but by 1929, the Depression closed the few remaining plants, including the Walker Body Company plant on Oak Street.

According to Sanborn Fire Insurance Maps dated between 1889 and 1958, the Oak Street site was associated with several carriage and auto body-manufacturing firms prior to and following the 1918 development of the property by Walker. The other firms associated with the property include: Brown McClure & Company Iron Warehouse; Ellis Car Company (Street Car Facility); Lunt Smith & Company (Carriage Body and Gear Making Facility); Howarth/Howard & Rogers Carriage Body Manufacturer; Brown & Wales Company (Iron & Steel Warehouse); and the Atlantic Company Motor Boat Warehouse. Although not associated with the Walker Auto Body Company, these individual companies are representative of the larger automobile body manufacturing economy of Amesbury as well as the historic use of the site. Over a period of decades, these companies occupied portions of the buildings on the Oak Street site manufacturing or storing automobile parts. Typical of automotive manufacturing business in Amesbury, the production and warehousing of parts as opposed to assembly of auto bodies took place in off-site locations, such as Oak Street, away from the major assembly plants. Following the closure of the Walker Auto Body Company in 1930, all automobile and storage activities associated with automotive parts ceased at the site.

The Walker Body Company was founded by George T. Walker, Sr., who came to the United States from Scotland around 1870 and began working in the Amesbury carriage trade. In 1885 he went into partnership with John H. Shiels of Amesbury to form Walker & Shiels Carriage Works. In the same year

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number 8

Page 4

the duo purchased the carriage manufacturing business of John Hume, and continued in operation under the name of Hume Carriage Company. It is presumed that Old No.2 on Oak Street was constructed around this time.

In 1898 he organized the Walker Carriage Company which operated in Amesbury until 1903 when, due to that year's labor strike, he moved the company to the neighboring town of Merrimac. In 1909 the company divided, half remaining in Merrimac as Walker Carriage, under George Sr. and his son, George Jr., while the other half of the company moved back to Amesbury as Walker & Wells, under the direction of his other sons, James H. and Harlan P. Wells.

In 1918, the senior Wells retired and Walker & Wells merged with the Walker Carriage Company to form Walker Body Company with facilities in Merrimac and Amesbury. In that same year the company constructed Mill No. 3 at the Oak Street facility. During the 1920s the company was at its peak with six factory buildings at full production. In 1927, the Walker Body Company employed 1,500 people and was the nation's largest consumer of sheet aluminum; their factories consumed two million board feet of white ash lumber, and produced 8,000-10,000 car bodies. As a result of the demand for steel bodies, the tight market created by the larger Midwest automobile manufacturers, and the Depression, the company closed in 1930.

The Walker Body Company constructed automobile bodies for several automobile manufacturers including Holmes, Jordan, Winton, Lexington, Abbott-Detroit, and Studebaker, although Franklin was Walker's principal customer. Walker supplied most of the bodies for Franklin and literature from the period reports that a Walker body first appeared on a Franklin as early as 1910 when the company was still known as Walker & Wells. The last Walker body to appear on a Franklin was in 1932, on their Series 16 car.

The Franklin was an air-cooled car that remained in production from 1902 until 1934. The company's dedication to the principles of air-cooling and lightweight construction kept the Franklin models on the market for thirty-three years despite the oddities of those features in the developing era of large, heavy steel framed cars. Other oddities of the Franklin included: the use of a four-cylinder engine when industry standards used only a single cylinder model; crosswise mounting of the engine to allow for more leg room; and the continued use of hardwood for construction of the chassis frame long after other car manufacturers had abandoned the practice.

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number 8

Page 5

The auto bodies manufactured by Walker were primarily regular production models and were usually constructed according to plans submitted by the car companies. In addition, Franklin made some bodies in their Syracuse plant. Upon completion, the Franklin bodies were loaded onto boxcars and taken by the Boston & Maine Railroad via the rail tracks adjacent to the Oak Street plant. In Albany the boxcars were switched to the New York Central Rail Line and then on to Syracuse.

After the Walker Body Company went out of business in 1930, the New England Wood Heel Company took possession of the Oak Street complex. They manufactured shoe heels in the No. 3 and used Old No. 2 for storage. They occupied the buildings through the 1960s. In the mid-1970s the current owners purchased the complex, operating a wooden furniture business in No. 3; the brick building was abandoned at that time. In recent years, Mill No. 3 was used for storage. In 2005-2006, the two buildings were the subject of a certified rehabilitation in which approximately 102,000 square feet of former mill space were adapted for use as apartment units.

Integrity

During the 1970s, Mill No. 3 of the Walker Auto Body Factory was obscured by an insulated, metal-clad, thermal outer wrap. Subsequent removal of this modern exterior cladding revealed that much of the wood clapboard siding survived under the asbestos shingle, as did many of the original openings and window sash sandwiched between the asbestos shingle exterior and blown insulation interior. While the original 12/12 sash and the clapboard siding were too deteriorated to be retained, they were replicated in kind as part of the recent certified rehabilitation, in which the 12/12 configuration was reproduced in the same stepped arrangement as seen in the building originally (with the units on the first floor being the longest, and those on the third being the shortest), and the clapboard siding matching the thickness and 4-inch exposure of the originals. The brick Old Mill No. 2 had not been altered during the 1970s, although it had seen some decay; the building retained its denticulated brick cornice and brick lintels and sills, and most of its original 12/12 window sash, some of which were damaged and were thus replaced during the rehabilitation project. In sum, together, the two buildings of the Walker Auto Body Factory retain sufficient integrity of location, design, setting, workmanship, and association to convey its historic and architectural significance for its associations with the early 20th century automobile industry in Amesbury, "the Detroit of the east."

Archaeological Significance

Since patterns of ancient Native American settlement in Amesbury are poorly understood, any surviving sites could be significant. Ancient sites in the factory locale may be significant by contributing information on the importance of sites located along tributary streams of the Merrimack River to sites located along the main channel of that drainage. Native American sites in this area may represent a seasonal component of a subsistence and settlement strategy that was based on resources and site

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number 8

Page 6

locations along the coast or the main drainage of the Merrimack River, or at the confluence of the Powow and Merrimack Rivers.

Historic archaeological resources described above may contain important information related to the evolution and operation of the carriage industry and later automobile body industries in Amesbury. Important information may exist that documents the transition from carriage to automobile body manufacture and potential patterns of adaptive reuse of components from earlier to later manufacturing. Automobile body manufacture often occurred in the same factories as earlier carriage manufacture indicating potential reuse of factory space, tooling, and machinery. Detailed analysis of the contents of trash deposits may contribute technological information related to manufacturing techniques and products manufactured. Similar analysis of trash areas and demolished structures may also contribute information related to construction materials used and architectural details of factory buildings.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number 9

Page 1

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Allen, John J. et al. "History of Carriage Manufacturing, Auto Body Business and Accessories in Salisbury, Amesbury, West Amesbury, and South Amesbury, 1800-1955. Typescript in Amesbury Public Library, Amesbury, MA, 1978.

Atlas of Essex County, D.G. Beers, Inc., Philadelphia, PA, 1872.

Historic American Engineering Record, HAER Inventory, Walker Body Company, April 1976.

Sanborn Insurance Company Maps, 1889, 1894, 1899, 1904, 1909, Sept. 1918, January 1930, December 1930, 1958.

Vertical file, Walker Body Company, Amesbury Public Library, Amesbury, MA.

(end)

Verbal Boundary Description

The boundaries of the former Walker Body Company's Oak Street plant are outlined in bold on the accompanying site map and includes lots 29, 31, 31A, and 33 on Assessor's Map 66 for the Town of Amesbury, MA.

Boundary Justification

The boundary includes all the parcels totaling 4.8 acres which represent all extant buildings historically associated with the Oak Street plant operated by the Walker Body Company, Amesbury, MA.

(end)

Walker Body Company Factory
Name of Property

Essex, MA
County, State

10. Geographical Data

Acreage of Property 4.8 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet.)

1. 19 342760 4746300
Zone Easting Northing

2. 19 342840 4746320
Zone Easting Northing

3. 19 342780 4746160
Zone Easting Northing

4. 19 342820 4746160
Zone Easting Northing

— 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

name/title Taya Dixon and Allen Johnson, Epsilon Associates, and Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date April 2007

street & number 220 Morrissey Boulevard telephone (617) 727-8470

city or town Boston state MA zip code 02125

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 the SHPO or FPO.)

name Sam Zell, Zell Riverwalk, LLC

street & number 20 Eulow Street telephone (781) 248-7811

city or town Amesbury state MA zip code 01907

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 the 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 Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

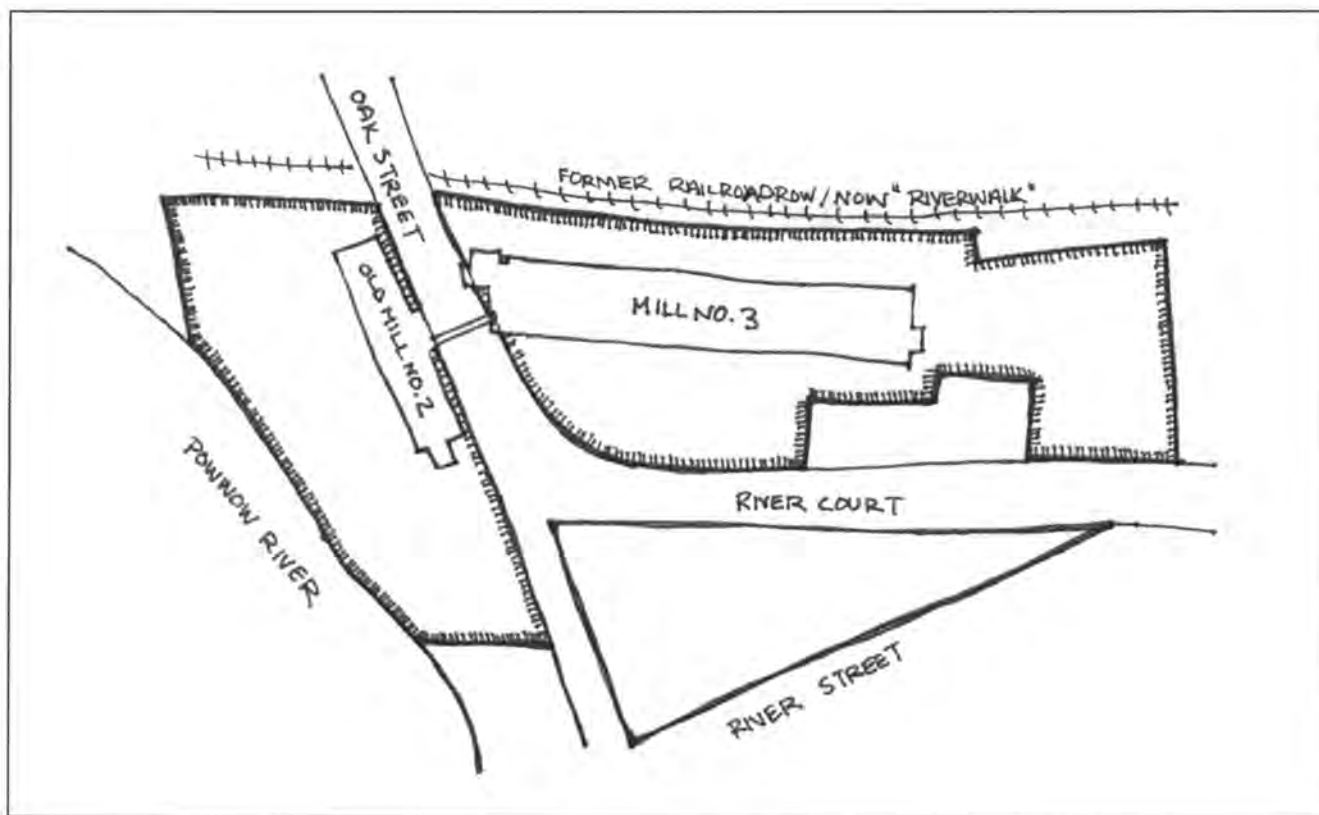
Section number photos, map

Page 1

Walker Auto Body Company
Amesbury (Essex), MA

Walker Body Company Factory
Essex County, MA

Sketch Map



United States Department of the Interior
National Park Service

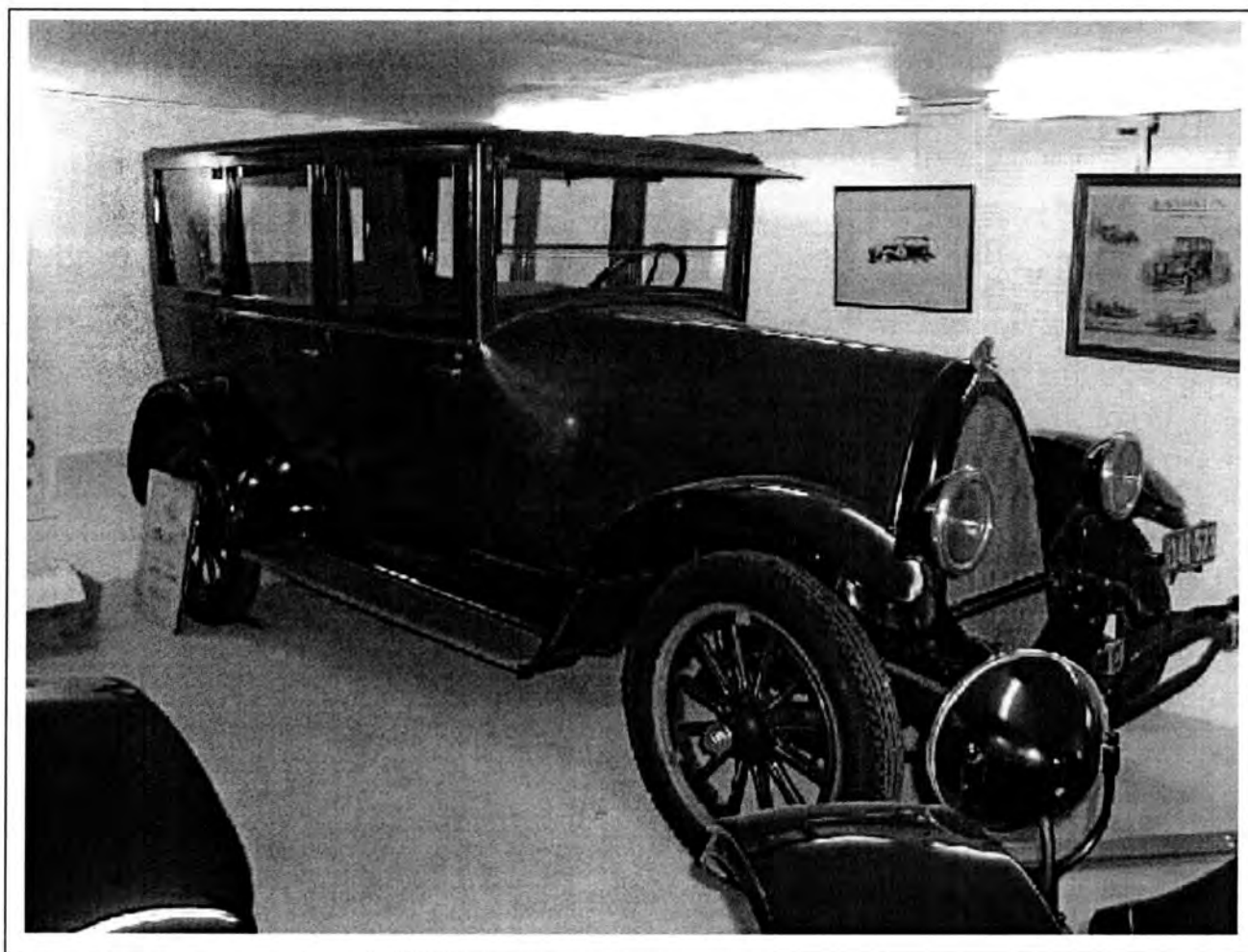
**National Register of Historic Places
Continuation Sheet**

**Walker Auto Body Company
Amesbury (Essex), MA**

Section number photos, map Page 1

**Walker Body Company Factory
Essex County, MA**

Photograph: "Franklin" Automobile



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Walker Auto Body Company
Amesbury (Essex), MA

Section number photos, map Page 1

Walker Body Company Factory - P
Essex County, MA

MA_Amesbury(Essex)_Walker1.jpg

- Name: Walker Auto Body Company Factory*
- Location: Oak Street, Amesbury, Essex County, Massachusetts*
- Photographer: Taya Dixon, Epsilon Associates*
- Date: September 29, 2006*
- Location of Negative: Original Digital Image at Epsilon Associates, Maynard, MA*
- Description of View: View northwest of south elevation, Old Mill No. 2

MA_Amesbury(Essex)_Walker2.jpg

- Description of View: View northeast of north elevation, Old Mill No. 2

MA_Amesbury(Essex)_Walker3.jpg

- Description of View: View east of connector bridge

MA_Amesbury(Essex)_Walker4.jpg

- Description of View: View southwest of east elevation, Mill No. 3

MA_Amesbury(Essex)_Walker5.jpg

- Description of View: View east of west elevation, Mill No. 3

*Applies to all photographs

Massachusetts Historical Commission Photo Submission Form

Please submit one form for each group of digital images

About your digital files:

Camera Used (make, model): Olympus, FE-100

Resolution of original image capture (camera setting including resolution and file format):

2272x1704, .jpg format

File name(s) (attach additional sheets if necessary) check here ☐ to refer to attached photo log:

MA_Amesbury(Essex)_Walker1.jpg

MA_Amesbury(Essex)_Walker2.jpg

MA_Amesbury(Essex)_Walker3.jpg

MA_Amesbury(Essex)_Walker4.jpg

MA_Amesbury(Essex)_Walker5.jpg

About your prints:

Printer make and model: Epson Pro 7600

Paper: brand & type (i.e., Epson Premium Glossy Photo)

Epson Premium Luster Photo Paper

Ink: Epson UltraChrome Pigmented Inks

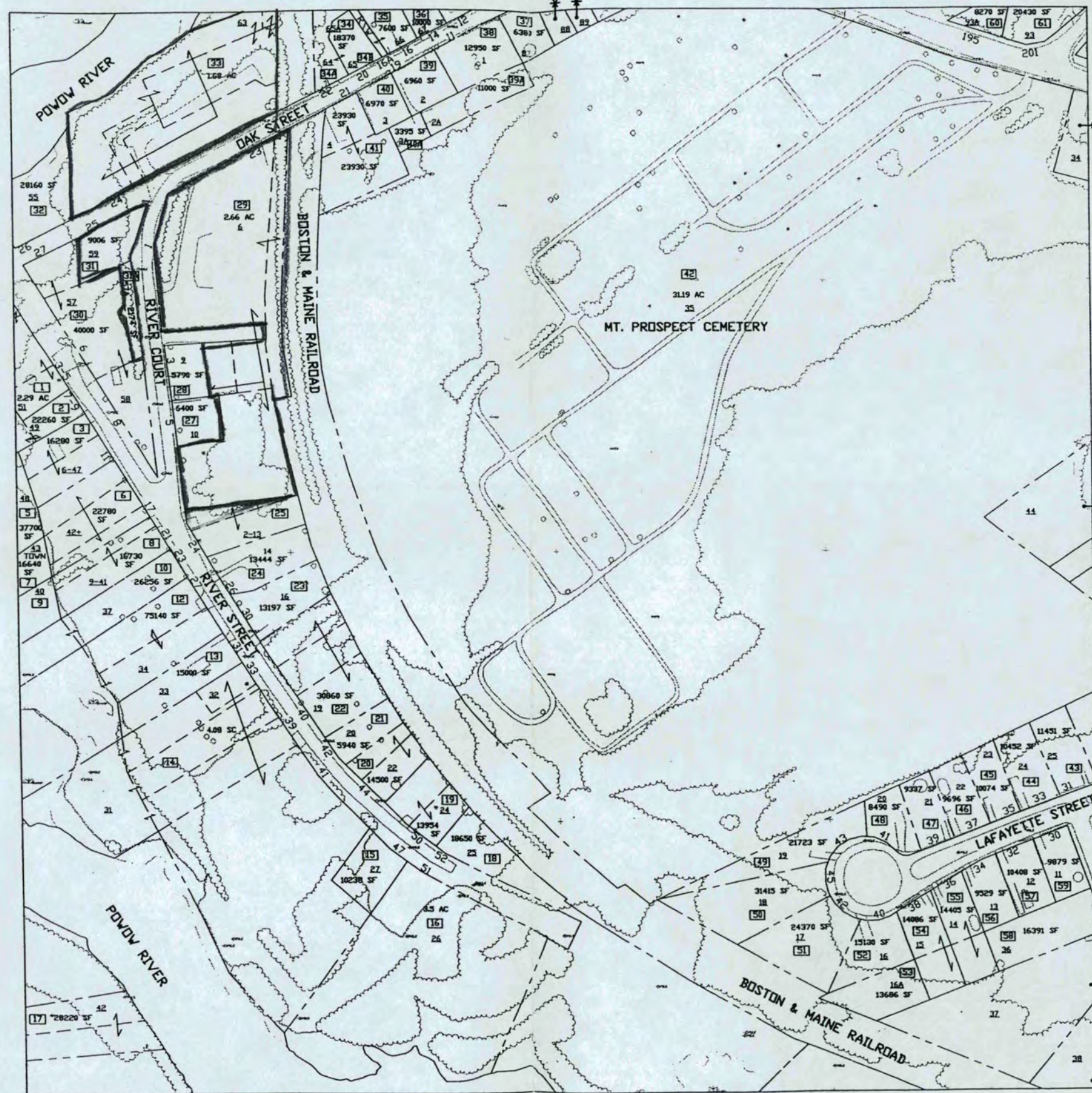
Signature: (By signing below you agree that the information provided here is true and accurate.)

Signature: _____

Date: _____

11/10/06

WALKER
BODY CO. FACTORY
AMESBURY, MA



AVAILABLE PARCEL NUMBERS
4, 11, 26

LEGEND

- ⑤ SUBDIVISION NUMBER
- 5 OLD PARCEL NUMBER
- 5 NEW PARCEL NUMBER
- *- FOR ADDITIONAL PARCEL INFORMATION SEE ADJACENT SHEET
- PARCEL LINE
- - - PRIOR PARCEL LINE WITH COMMON OWNER

NOTE:
THE AREAS, BOUNDARIES, AND DIMENSIONS SHOWN ON THIS TAX MAP ARE DERIVED FROM AERIAL PHOTOGRAPHS, GROUND SURVEYS, AND RECORDED PLANS, MAPS, DEEDS, AND WILLS, AND ARE INTENDED TO BE USED FOR PROPERTY ASSESSMENT PURPOSES ONLY AND NOT FOR CONVEYANCE.

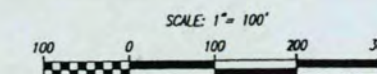
53	54	55
65	66	67
77	78	79

INDEX

REVISIONS					
REV.	DATE	DESCRIPTION	DR. BY	CK. BY	APP. BY

PARE ENGINEERING CORPORATION
48 WALPOLE STREET, SUITE 2
NORWOOD, MA 02062
781-762-1442

AMESBURY, MASS.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Walker Body Company Factory
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Essex

DATE RECEIVED: 4/25/07 DATE OF PENDING LIST: 5/14/07
DATE OF 16TH DAY: 5/29/07 DATE OF 45TH DAY: 6/08/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07000512

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: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

____ ACCEPT ☒ RETURN ____ REJECT 6/7/07 DATE

ABSTRACT/SUMMARY COMMENTS:

See attached Return Sheet for detailed explanation

RECOM./CRITERIA Return

REVIEWER Patrick Andrus

DISCIPLINE Historian

TELEPHONE _____

DATE 6/7/2007

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.

Washington, D.C. 20240

IN REPLY REFER TO:

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES EVALUATION/RETURN SHEET

Property Name: Walker Body Company Factory
Essex County, MA

Reference Number: 07000512

Reason for Return:

This nomination is being returned because the form does not reflect the current appearance and condition of one of the two mill buildings being nominated. The nomination implies that the original siding and windows of Mill No. 3 are still in place. According to the staff of the National Park Service's Heritage Preservation Service's program, when the Walker Body Company Factory Mill No. 3 was recently renovated as part of a tax rehabilitation project, the rehabilitation work included the removal of all of the original wooden clapboard siding and all of the original wooden, double-hung 12/2 windows and their replacement with modern siding and windows. Please amend the nomination to describe the current siding and windows on Mill No. 3 and provide an evaluation of the building's historic integrity.

Patrick W. Andrus

Historian

National Register of Historic Places

6/07/2006

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY Walker Body Company Factory
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Essex

DATE RECEIVED: 8/15/07

DATE OF PENDING LIST:

DATE OF 16TH DAY:

DATE OF 45TH DAY: 9/28/07

DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07000512

DETAILED EVALUATION:

☒ ACCEPT ☐ RETURN ☐ REJECT 9/28/07 DATE

ABSTRACT/SUMMARY COMMENTS:

On resubmission the State has provided additional information describing the current appearance and condition of the 2 mills and evaluating their historic integrity (Section 8, p 5)

RECOM./CRITERIA Accept A&C

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 9/28/2007

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



Old Mill No. 2, Walker Auto Body Company

Essex County, MA

Photographed by Taya Dixon, Epsilon Associates

September 29, 2006

Original digital image at Epsilon Associates, 3 Clock Tower Place, Maynard, MA

View: view northwest of ~~the~~ ^{South} Elevation

MA - Amesbury (Essex) - Walker 1.jpg



Old Mill No. 2, Walker Auto Body Company

Essex County, MA

Photographed by Taya Dixon, Epsilon Associates

September 29, 2006

Original Digital Image at Epsilon Associates, 3 Clock Tower Place, Suite 250, Maynard, MA

View: view ^{South} ~~East~~ of north elevation

MA - Andover (Essex) - Walker 2.jpg



Connector Bridge, ^{Walker}Auto Body Company Factory

Essex County, MA

Photographed by Taya Dixon, Epsilon Associates

September 29, 2006

Original Digital Image at Epsilon Associates, 3 Clock Tower Place, Suite 250, Maynard, MA

View: view east of connector bridge

MA - Amesbury (Essex) - Walker 3.1P9



Mill No. 3, Walker AutoBody Company

Essex County, MA

Photographed by Taya Dixon, Epsilon Associates

September 29, 2006

Original Digital Image on file at Epsilon Associates, 3 Clock Tower Place, Suite 250, Maynard, MA

View: view southwest of east elevation

MA - Amesbury (Essex) - Walker 4.jpg



Mill No. 3, Walker Auto Body Company

Essex County, MA

Photographed by Taya Dixon, Epsilon Associates

September 29, 2006

Original Digital Image at Epsilon Associates, 3 Clock Tower Place, Suite 250, Maynard, MA

View: view east of west elevation

MA-Amesbury (Essex)-Walker **5**.jpg



WALKER BODY CO. 42070-G7-TM-025
FACSIMILE

Newburyport

MASSACHUSETTS—
NEW HAMPSHIRE

1:25 000-scale metric
topographic map

7.5 X 15 MINUTE QUADRANGLE
SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names

GEOLOGICAL SURVEY

1987

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works
Control by USGS, NOS/NOAA, USCE, and Commonwealth of Massachusetts agencies
Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map dated 1987.
This area also covered by 7.5-minute, 1:24,000-scale maps: Newburyport East 1966 and Newburyport West 1968.
Selected hydrographic data compiled from NOS Charts 13274 (1982), 13278 (1983), and 13282 (1978). This information is not intended for navigational purposes.
Projection and 1000-meter grid, zone 19
Universal Transverse Mercator
10,000-foot grid ticks based on Massachusetts coordinate system, meadland zone, and New Hampshire coordinate system 1927 North American Datum
To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 41 meters west as shown by dashed corner ticks.
There may be private inholdings within the boundaries of the National or State reservations shown on this map.

CONTOUR INTERVAL 3 METERS

NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.3 METERS
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN BETWEEN THE APPROXIMATE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.5 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
P.O. BOX 25286, DENVER, COLORADO 80225

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet	Diagram		1	2	3
1	3.2808			4	5	
2	6.5617			6	7	8
3	9.8425					
4	13.1234					
5	16.4042					
6	19.6850					
7	22.9659					
8	26.2467					
9	29.5275					
10	32.8084					

To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

UTM grid convergence (SN) and 1983 magnetic declination (MN) at center of map
Diagram is approximate

1 Kingston
2 Exeter
3 Isles of Shoals
4 Haverhill
5 Lawrence
7 Ipswich
8 Rockport

ISBN 0-607-23453-9
9 780607 234534

Topographic Map Symbols

Primary highway, hard surface	.....
Secondary highway, hard surface	.....
Light-duty road, hard or improved surface	.....
Unimproved road, trail	.....
Route marker: Interstate, U. S. State	.....
Railroad: standard gage; narrow gage	.....
Bridge: drawbridge	.....
Footbridge; overpass; underpass	.....
Railroad: only selected landmark buildings shown	.....
House; barn; church; school; large structure	.....
Boundary:	.....
National, with monument	.....
State	.....
County, parish	.....
Civil township, precinct, district	.....
Incorporated city, village, town	.....
National or State reservation; small park	.....
Land grant with monument; found section corner	.....
U. S. public lands survey; range, township; section	.....
Range, township; section line: location approximate	.....
Fence or field line	.....
Power transmission line, located tower	.....
Dam; dam with lock	.....
Cemetery; grave	.....
Campground; picnic area; U. S. location monument	.....
Woodmill; water wheel; spring	.....
Mine shaft; prospect; adit or cave	.....
Control: horizontal station; vertical station; spot elevation	.....
Contours: index, intermediate; supplementary; depression	.....
Distorted surface: strip mine, lava, sand	.....
Sounding; depth curve	.....
Perennial lake and stream; intermittent lake and stream	.....
Rapids, large and small; falls, large and small	.....
Submerged marsh; marsh; swamp	.....
Land subject to controlled inundation; woodland	.....
South: meadow	.....
Orchard; vineyard	.....

A pamphlet describing topographic maps is available on request

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1987

SCALE 1:25 000
1 CENTIMETER ON THE MAP REPRESENTS 250 METERS ON THE GROUND
CONTOUR INTERVAL 3 METERS

NEWBURYPORT, MASS.—N. H.
42070-G7-TM-025
1987





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

April 11, 2007

Mr. J. Paul Loether, Chief
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW, 8th floor
Washington, DC 20005



Dear Mr. Loether:

Enclosed please find the following nomination form:

Walker Body Company Factory, Amesbury (Essex), 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 cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Taya Dixon, Epsilon Associates, consultant
Mayor Thatcher W. Kezer III
Lars Johannessen, Amesbury Historical Commission
Joseph Fahey, Planning & Economic Development



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

August 9, 2007

Mr. J. Paul Loether, Chief
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW, 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form that is being resubmitted:

Walker Body Company Factory, Amesbury (Essex), MA
NPS 07000512

This amendment responds to comments regarding section 8.

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 cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Taya Dixon, Epsilon Associates, consultant