

# **Theodore Lincoln Smith's Panoramic Photographs of Concord, Massachusetts, primarily relating to the construction of the Route 2 by-pass, 1929, 1931-1937, 1940 and undated**

## **Theodore Lincoln Smith**

Theodore Lincoln Smith (1877-1949) was the son of Henry Francis and Hannah Smith. A Spanish-American War veteran, graduate of M.I.T., and a lifelong Concord resident, he served as Concord's Road Commissioner from 1934 until 1943.

## **A brief history of Route 2**

The building of Route 2 commenced during the 1910s with the construction of the Mohawk Trail. By 1929, the Taconic Trail—Route 2 west of Williamstown—had been completed. Generally progressing from west to east, 1932 saw the completion of the by-pass at Montague that took the highway through the towns of Erving and Gill. By 1933 preparations, including land-takings, were already in place for the construction of a four lane by-pass that would run along the southernmost margin of Concord. At the same time, work was underway on the Boston-Cambridge end and when both projects were completed, would extend Route 2 from the Cambridge rotary to the Concord rotary. The approximately 4.5 miles of highway running through Concord began at the Lincoln-Concord town line and continued up the hill adjacent to the Walden Pond State Reservation, passing over the Boston & Maine Railroad tracks west of Walden Pond and then crossing the Sudbury River near the hospital before ending in front of the Reformatory. There it would be joined in time by the “new” Route 2, being built from west to east, which would follow the general course of the Harvard Road, terminating at Westminster, where it would rejoin the “old” Route 2. A significant portion of the road's construction was done under the auspices of the W.P.A.

## **The Collection**

The majority of the images in this collection are related to the construction of the Route 2 by-pass in Concord that took place during the 1930s. Shown are locations under construction, as well as those that had yet to be impacted. Most of the images are of the Concord landscape and include roads and turnpikes, intersections and junctions, town bounds, woodlands, wetlands, farms, fields and bodies of water. Also included are the Minute Man Statue at the North Bridge, railroad tracks, bridges, automobiles, and construction vehicles and equipment.



**Intervale Farm from by-pass, 1934.**

*Because Fowler is so much a part of the fabric of West Concord, each exhibit created by the Special Collections staff has focused directly on West Concord-related subjects. Though the images shown here also include areas of the town beyond West Concord, Route 2 is so much a part of the neighborhoods' identity that we thought you would appreciate seeing them.*

# The Photographs

## **Top Shelf (left to right)**

Junction of by-pass and Cambridge Turnpike, 26 August 1934

Looking toward Hubbardville from Clam Shell Bluff, 22 July 1934

## **Second Shelf (left to right)**

Perrini's fleet of concrete mixers, Intervale Farm, June 1935

Elm Street toward Reformatory Bridge, 4 July 1934

Where by-pass crosses Walden Road, 26 August 1934

Looking toward Reformatory Bridge on Elm Street, 26 August 1934

## **Third Shelf (left to right)**

Junction of highways at Reformatory (before rotary), 26 August 1934

Junction of highways at Reformatory (before rotary), 26 August 1934 (sign detail)

Route 2 between Reformatory and Crosby's, 26 August 1934

Concrete Mixer at Root Farm, 26 August 1934

## **Fourth Shelf (left to right)**

The Park looking west, 26 August 1934

Reformatory Bridge, 22 July 1934

Looking toward Concord on Walden Road from southerly side of the by-pass,

9 August 1936

## **Bottom Shelf (at a slant)**

Perrini's stone crusher and washer at Intervale Farm, June 1935

