

# Herbert J. Kellaway

## Linking Water, Parks and Parkways in the Olmsted Tradition

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Julie Khuen Landscape Design

By the turn of the 20th century, Winchester was well-established as one of the most desirable residential communities north of Boston. It was easily accessible to Boston via commuter rail and streetcar. The community was populated by civic-minded individuals who appreciated the beautiful natural features in and around the town: the ponds, the Aberjona River, the Mystic Lakes, and the Middlesex Fells Reservation. Unfortunately, by 1910, many of the ponds and the river were polluted with industrial waste, sewage, and rubbish. Winchester's leaders hired Boston landscape architect Herbert J. Kellaway (figure 1) to recommend ways to improve the town's waterways. In the years which followed, Kellaway would develop plans not only for the waterways,

but also for parks and roads. Although not all of his ideas were implemented, Kellaway deserves recognition today for having had more impact on Winchester's overall appearance than any other individual in the town's history.

Kellaway was born in Sevenoaks, Kent, England, on 11 November 1867. His father was a builder. In 1874, when Kellaway was seven, his family moved to Needham, Massachusetts, where Kellaway graduated from high school. Kellaway then worked as a lithographer's artist and studied design.<sup>1</sup>

One of the most influential periods in Kellaway's career began when he entered the offices of Frederick Law Olmsted, Sr., as a draftsman in 1892.<sup>2</sup> He stayed with the firm until 1906, working with Olmsted, Sr. (until Olmsted, Sr.'s retirement in 1895), John C. Olmsted and Frederick Law Olmsted, Jr. (Olmsted, Sr.'s stepson and son), and Charles Eliot.<sup>3</sup>

The last decade of the century was especially busy for the firm.<sup>4</sup> During those years, Olmsted's plan for a continuous green corridor from the Boston Common to Jamaica Pond, now known as the "emerald necklace," was nearly completed.<sup>5</sup> Olmsted's original ideas about preserving and connecting parklands in an increasingly urban and mobile environment were further developed by Kellaway later in his career.

While with the Olmsted firm, Kellaway was engaged in campus design. In 1902, he represented the firm at Smith College, where he and the firm's partners sought to

preserve the informal plan of the campus.<sup>6</sup> Kellaway pursued these ideas about campus planning a few years later in his proposals for organizing Winchester's civic center.<sup>7</sup>

Eliot's work in preserving forests, wetlands, and open meadows in the greater Boston area was another important influence on Kellaway.<sup>8</sup> Eliot had succeeded in establishing the Trustees of Public Reservations in 1891 and, a year later, the Metropolitan District Commission. In 1908, two years after leaving the Olmsted firm to establish his own practice in Boston, Kellaway submitted a parkway plan for Brookline and Newton.<sup>9</sup> This plan was to complement the existing plan for open spaces that Eliot's Metropolitan District Commission had already developed. Kellaway proposed a tree-lined parkway to establish, in his words, "a direct and artistic driving connection" in a north-south direction. Beginning at the Charles River Reservation, it proceeded south through smaller parks to Hammond's Pond Woods and finally connected to West Roxbury Parkway, then part of the Metropolitan District Commission's system of parkways. His report emphasized that this plan connected spaces that were already open and could be constructed with little impact on existing buildings. Kellaway believed the beauty of this parkway would be in the diversity of its landscape, incorporating woods, swampland, glacial outcroppings, and streams. Later, on a smaller scale, Kellaway envisioned a similar approach to connect existing open spaces in Winchester. Though his Charles River Reservation to West Roxbury Parkway plan was ap-



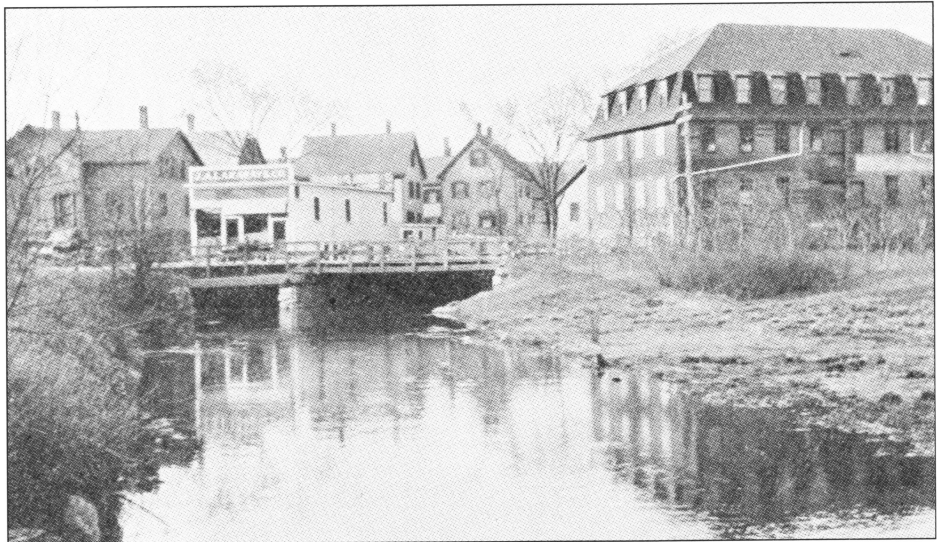
FIGURE 1: Herbert J. Kellaway

proved by the municipalities, Hammond Pond Parkway remains the only part of the plan that was built.

During Kellaway's years with the Olmsted firm, the Middlesex Fells Reservation was acquired by the Metropolitan District Commission, and the Winchester portion of Mystic Valley Parkway was built along the Aberjona River to the Fells Reservation. The Parkway was to be constructed on a level embankment next to the river. Near the town center, the area around the water was an eyesore (figure 2). Forrest C. Manchester, a prominent lawyer and Winchester resident, worked to rid the site of factories and tenement buildings. The result was the present Manchester Field, which borders the Parkway.<sup>10</sup> The Parkway work was spearheaded by Eliot, a full partner in the Olmsted firm (Olmsted, Olmsted & Eliot).<sup>11</sup> It is likely that Kellaway worked on details of the plans, thus becoming familiar with Winchester. In a later article written by Kellaway, he described the improvements made under Eliot:

The appearance of Manchester Field, named for the prime mover in the improvement work, and the adjoining banks of the stream today make it hard to believe that this beautiful region was formerly filled with lumber, freight, and coal yards, tanneries, tenements, and some small houses so crowded together as to make a very unsightly approach to Winchester from the railroad.<sup>12</sup>

In the Winchester Annual Report of 1909, the Committee on Waterways described the contamination of the town's bodies of water. The Smith and Wallace brass foundry was discharging pollutants onto the ground a few feet from a stream. Nearby, cylinder oil from a power plant for the Boston & Northern railroad was seeping into the stream. The large Beggs and Cobb tannery, the committee reported, was endeavoring to "conduct business along sanitary lines, [but]... it is nevertheless true that a considerable amount of refuse material finds its way into the pond."<sup>13</sup> The report found the Beggs and Cobb pollution to be a visual offense rather than a menace to health. Recognizing the importance of Winchester's ponds and streams, the committee proposed that a study be conducted for improvement of the waterways. Upon recommendation



**FIGURE 2.** Kellaway took this photograph looking toward the Waterfield Road bridge to document how the area appeared in 1911, before his designs were developed.

from Olmsted, Jr., Kellaway was hired to do the study.<sup>14</sup>

Kellaway confirmed in his report that the existing conditions were dismal. The Aberjona was not only polluted from the factory waste cited by the committee, but also was plagued by inadequate sewerage and storm water disposal, overgrowth of weeds, and rubbish disposal. Kellaway wrote, "In general the water in the Aberjona River has a peculiar bluish look, and had such an odor on May 23 that no term can fit the condition better than to say 'it stinks.'"<sup>15</sup> Kellaway illustrated his report with pictures of the conditions. He understood that improvement of the situation could not happen unless the entire community felt the urgency of the situation. He wrote:

Nature uses five elements in making her pictures — ground, wood, water, rocks, and sky. Man cannot damage the sky — it is out of his reach; but all the other elements are under his control. The original Mystic Valley contained all these elements in some portion of its extent, but the ravages that man has made have entirely destroyed the picture that nature intended should be enjoyed. ... That which has been neglected, in time cries for a remedy, and it is only when the whole community is threatened that the cure is applied.<sup>16</sup>

A key recommendation was that the town acquire the Arthur Whitney properties, which included the mill, millrace, and dam

located on the Mill Pond in the center of Winchester. The Mill Pond had been the center of activity in the town from its beginning in 1641 when Edward Converse built the first house on the banks of the Aberjona. Needing power for his corn mill, he dammed the river, creating the Mill Pond.<sup>17</sup> The Whitney properties in Kellaway's report included the land under the Mill Pond, Judkins Pond (next to the Jenks Senior Center), and the Aberjona Pond (Skillings Field area and north).

Kellaway's plan was to remove the dam and the unsightly mill buildings along the edge of the Mill Pond (figures 3 and 4). Removing the dam would lower the level of the pond, making it smaller and resulting in a wider area along the water's edge where walks and a drive could be constructed. Lowering the water level also would reduce flooding. A connection is seen again between Kellaway's plans for Winchester and Olmsted's work in Boston, where the key impetus for improvements to the Back Bay/Fenway area also was flood control.<sup>18</sup>

Because Judkins Pond was so shallow, Kellaway recommended that it be allowed to dry out and become a meadow. He suggested that the low-lying area known as Aberjona Pond or Black Ball Pond be filled in and used as a manufacturing center as it was conveniently located next to the railroad. The level of the water in Wedge Pond would be maintained by another dam above



the Main Street bridge. Kellaway also suggested that a branch of the Mystic Valley Parkway be continued beside Wedge Pond and proceed along Horn Pond Brook to Horn Pond, providing a “beautiful public open space” leading from the town center to north Winchester and Woburn.

Central to Kellaway’s program was the use of water to connect spaces throughout the town. Residents would be able to enjoy a continuous band of green through a system of drives and paths that would follow the course of the water. Kellaway encouraged the town to develop its waterways for recreational use. He suggested that the dilapidated Bacon Street bridge be rebuilt as a single arch bridge to permit canoeing through the area. He envisioned the Mill Pond as “the head of navigation for boats and canoes in the summer. It will be possible to skate in winter from this pond to the dam in Upper Mystic Lakes.”<sup>19</sup>

Many of Kellaway’s recommendations were carried out, in no small part due to the generosity of Lewis Parkhurst, chairman of the Waterways Committee. He personally provided \$87,000 to buy the Whitney mill and property, with the expectation that the town would appropriate funds at the next town meeting to repay him.<sup>20</sup> Ten years later, Parkhurst again stepped forward and offered financial support to clear the edges of Horn Pond Brook of refuse and debris, a step toward implementation of Kellaway’s green corridor connecting the town center with Horn Pond.<sup>21</sup>

After the Whitney mill was removed, Kellaway refined his ideas for Winchester’s center. In 1914, he designed two bridges to enhance the center: an open balustrade design for Waterfield Road and a more closed design for Main Street.<sup>22</sup> A greater challenge was presented by the need to rebuild the Mill Pond dam. By law, a dam of 110 feet was required to control the flow of water. Kellaway later wrote:

This provision, requiring a length greater than was desirable, might have proved awkward except for an inspiration of the designer who took his compasses and struck from the side of the bridge a semicircle which measured over 120 feet on ground. Raised steps then offered an obvious solution for bringing the form to shape with the abutments of the bridge. It was a happy way out of a difficulty and made a beautiful feature in the setting of the park.<sup>23</sup>

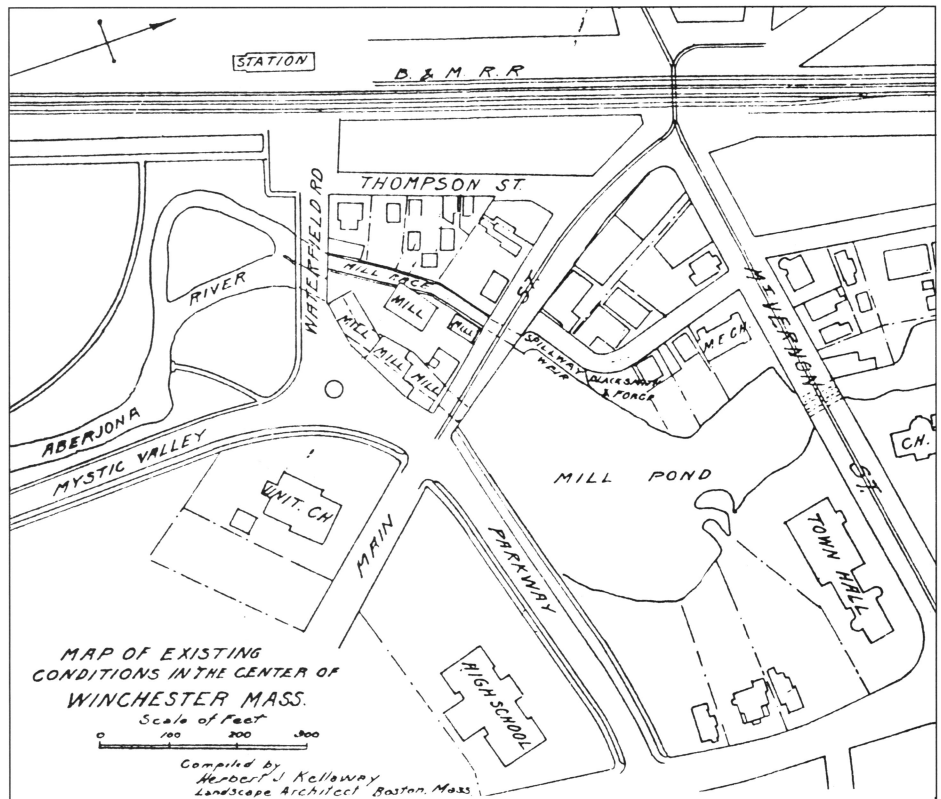


FIGURE 3. This map, drawn by Kellaway, presents the existing conditions in the center of Winchester, which Kellaway sought to improve.

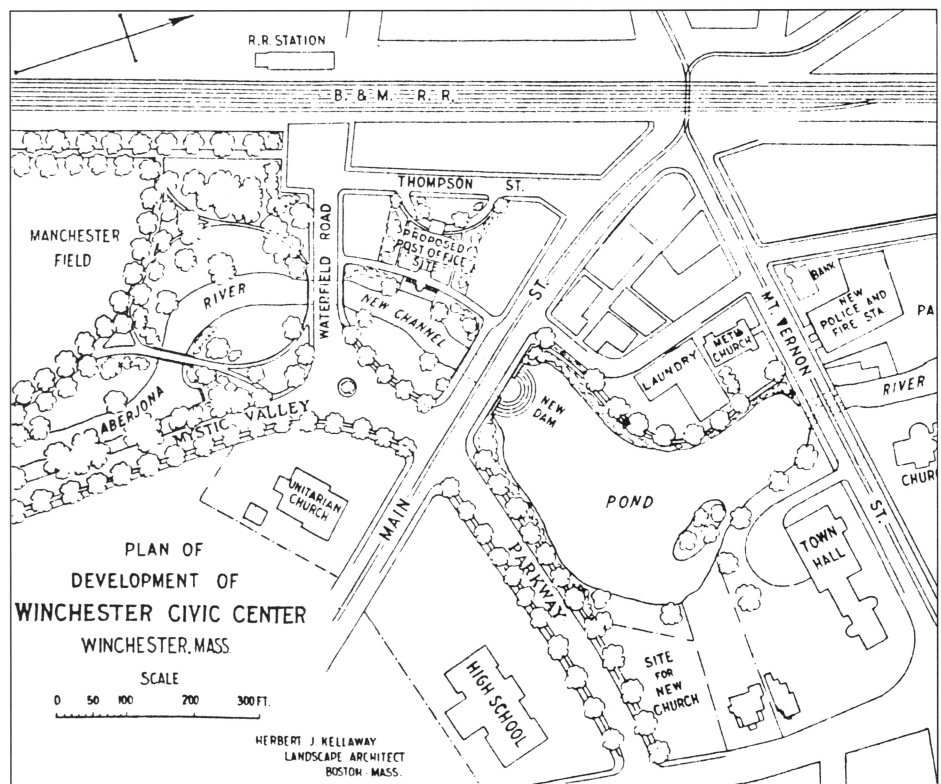


FIGURE 4. The “Plan of Development of Winchester Civic Center” was designed by Kellaway in 1914. It and the map of existing conditions (figure 3) were published in *Parks and Recreation*, March/April 1928.

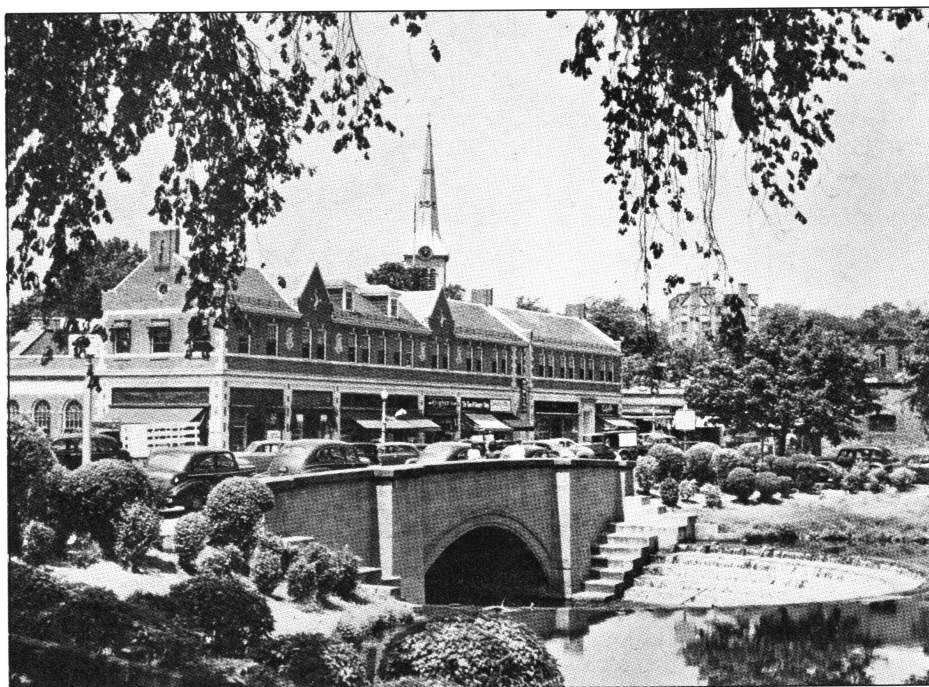
Kellaway's semicircular stepped dam still serves as a focal point for the Mill Pond today (figure 5).

Also in 1914, Kellaway proposed a new site for the post office, which was badly in need of expansion and relocation from the Waterfield Building on the corner of Church and Common Streets.<sup>24</sup> In a plan entitled "Development of Winchester Civic Center," Kellaway proposed that the post office be relocated to Thompson Street.<sup>25</sup> In his plan (figure 4), the main entrance to the post office opened onto the Aberjona, with a double set of steps leading to the water's edge. A semicircular drive (perhaps to complement the nearby semicircular dam) off Thompson Street created a pleasant route to this key public building. The first World War slowed plans for the post office relocation, however, and a new post office was not built until 1928, adjacent, but not directly relating to, the Aberjona.

The planned Mill Pond improvements must have inspired the confidence of the neighboring property owners. Pictures from 1914 show a newly built pergola on the Cutting property, where the library is located today. The pergola (which still stands behind the library) was sited to overlook the Mill Pond, even before the pond edges were improved.

The next year, in 1915, the newly formed Planning Board recommended that the town buy two pieces of the Cutting property: the part nearest the Town Hall (site of the present Town Hall parking lot) and the lower portion bordering the Mill Pond (site of the pergola). The purchase followed Kellaway's recommendation that a strip of land on the border of the Mill Pond be acquired for park purposes.<sup>26</sup>

In 1924, the Planning Board engaged Arthur A. Shurcliff (Shurtleff until he changed his name in 1930) to prepare a plan of new roadways and parks for Winchester. Shurcliff was a well-known landscape architect and a contemporary of Kellaway. The men had worked in the Olmsted firm at the same time in the 1890s. Shurcliff is best known for his later work with the architectural firm of Perry, Shaw and Hepburn on the design and reconstruction of Williamsburg, Virginia, in the 1930s.<sup>27</sup> In the 1950s, Shurcliff would redesign the Storrow Embankment when Storrow Drive was built.<sup>28</sup>



**FIGURE 5.** Kellaway's semicircular stepped dam still serves as a focal point for the Mill Pond.

The impetus for Shurcliff's Winchester report was the Planning Board's concern for the pressures created by the automobile. Shurcliff observed, "The automobile has searched out all the highways of Winchester and has clearly demonstrated that the street system which was reasonably satisfactory for the days of horse-drawn vehicles must be revised to meet the demands of a new era in transportation." The report highlighted the need to develop a plan for the waterways in town. The banks of the Aberjona, wrote Shurcliff,

await either rational treatment which will preserve the waterways as open stream channels of sufficient capacity to carry storm flow, and which will preserve the banks as reserved spaces alongside a system of orderly and useful highways upon which dwellings may face, or an irrational treatment of neglect which will relegate them to the rear yards of rows of cheap house or of factories which must back on the stream and find protection from its floods ultimately by the costly method of enclosing the stream in a conduit.<sup>30</sup>

Responding to Shurcliff's report, the town Waterways Committee, chaired by Lewis Parkhurst, engaged Kellaway in 1927 to recommend further improvements.

The result was Kellaway's "Report Upon the Improvement of Waterways," finished

in 1928.<sup>31</sup> Kellaway expanded on his 1911 report, evaluating the entire length of the Aberjona, from the Mill Pond north to the Woburn line. The conditions along the Aberjona had not improved substantially from 1911, as Kellaway revealed through his many pictures. Factories and sewer overflows continued to be the major source of pollution, but debris from residents also contributed to the squalor. Key recommendations in the plan included changes to the Aberjona throughout its length and the addition of streets that connected the different waterways.

The 1928 plan (figure 6) called for the creation of three new ponds to the north of the town center. The new ponds would eliminate the low-lying, swampy parts of the Aberjona that served as dumping grounds and as breeding areas for mosquitoes.<sup>32</sup> These low-lying areas were important, however, as reservoirs, reducing the risk of flooding in the town's center. Creation of the new ponds with a series of rapids or small waterfalls to accommodate the change in elevation would visually improve the area, yet maintain an important mechanism for flood control. Kellaway's proposal was adopted by the town, and the three ponds were built: the pond at Davidson Park (off Cross Street), Leonard

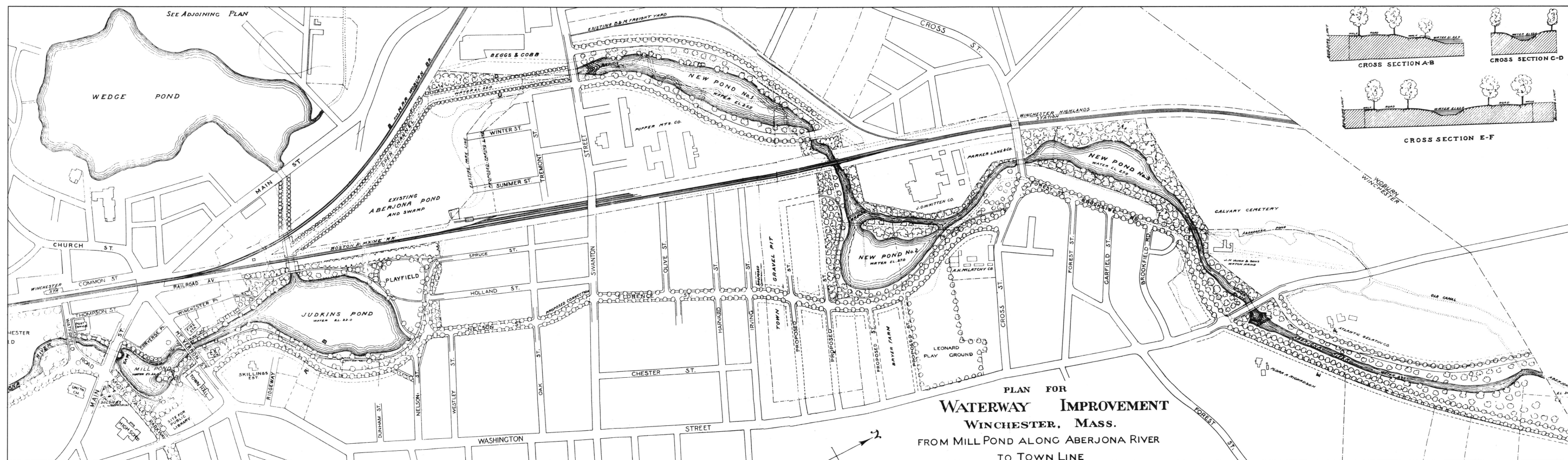


FIGURE 6. In 1928, Kellaway developed a comprehensive “Plan for Waterway Improvement,” from the Mill Pond, running along the Aberjona River, to the town line. He proposed the creation of three new ponds, which subsequently were constructed.

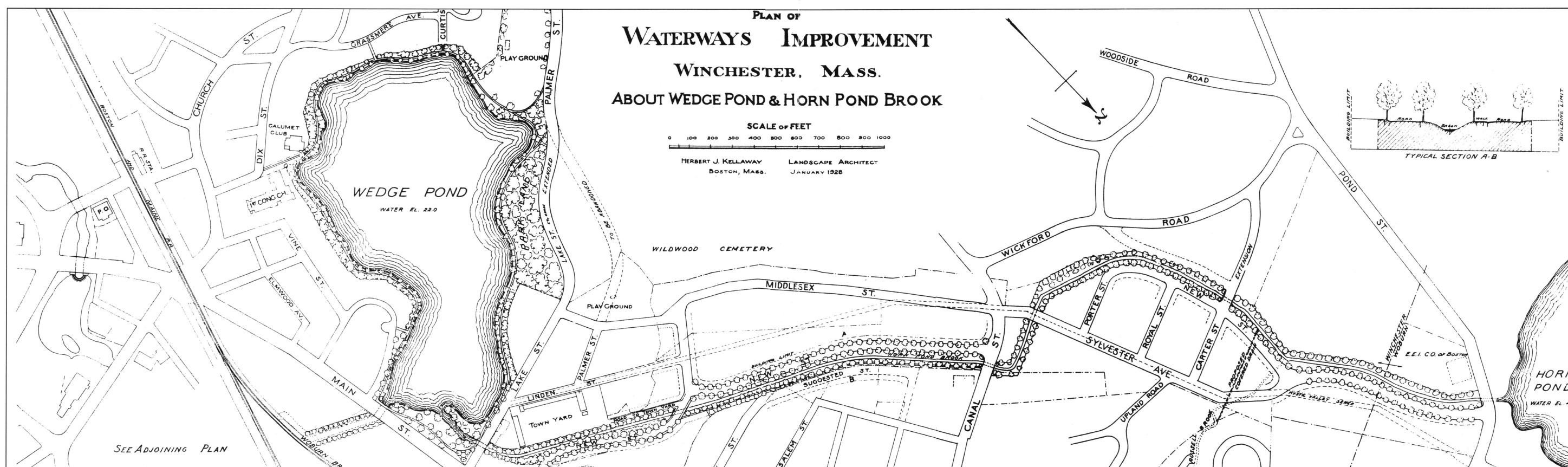


FIGURE 7. Also in 1928, Kellaway developed a “Plan of Waterways Improvement” around Wedge Pond and Horn Pond Brook. Copies of his 1928 plans accompanied his “Report Upon the Improvement of Waterways in Winchester, Massachusetts.”



Pond (beyond Leonard Field), and the pond behind the town transfer station.

Excavated material from the three ponds was used to fill the Aberjona Pond. Repeating a recommendation from his 1911 report, Kellaway suggested that the newly created property be used for a freight yard or manufacturing area. Today it is the site of Skillings Field, located behind Winchester High School on Skillings Road.

Beautification of Wedge Pond was also in Kellaway's 1928 plan. On the corner of Lake and Main Streets were run-down houses that Kellaway suggested be removed to allow for creation of a "water park," much as it is today.<sup>33</sup> Kellaway believed that the town should own the edges of its waterways, protecting the edges from development and allowing the creation of public paths and drives. Yet Kellaway's concept of a public path around Wedge Pond was never implemented.

Like Shurcliff, Kellaway recognized that town planning had to accommodate the explosive increase in the number of automobiles being driven during the first decades of the 20th century.<sup>34</sup> In his 1928 plan, Kellaway suggested that new roads be constructed between different parts of town. His roads would not only provide logical connections, but would be pleasant drives as well, linking waterways and parks. Few of these suggestions were implemented. A connection between Florence and Nelson Streets (see figure 6), similar to a Shurcliff recommendation, would have provided a secondary, light-traffic connection between Winchester Town Hall and the north, reducing the volume of traffic on an already busy Washington Street. The new street was to have been landscaped as a parkway, resulting in a pleasant drive around Leonard Pond and along sections of the upper Aberjona. Kellaway also suggested a similar parkway between Wedge Pond and Horn Pond, along Horn Pond Brook (figure 7).

Unlike many public works projects that were delayed during the Depression, improvements to the waterways were used to put people to work. The improvements were accomplished largely by the efforts, once again, of Kellaway's advocate, Lewis Parkhurst.<sup>35</sup> When plans were delayed due to cost, Parkhurst, still chairman of the Waterways Improvement Committee,

stepped in and bought eight acres of swampy land (Pond #1 in figure 6) for \$20,000 and made the improvements according to Kellaway's plan.<sup>36</sup> In a long statement in the *Winchester Star* in 1931, Parkhurst explained that he hoped his example might stimulate other individuals to do the same. He also cited an economic motive. He wrote:

The world owes no man a living, but it owes every man an opportunity to make an honest living. While I believe in saving, I do not believe in hoarding. ... [A man] will get more satisfaction out of life and contribute more to his fellow men by using [his] surplus to improve the conditions of his own time than by leaving it to the uncertainty of the future.<sup>37</sup>

Parkhurst's action provided work for the unemployed and later stimulated the town to appropriate money for subsequent improvements.

Unemployment relief was also part of the stimulus for improvement of the Mill Pond. During this time, the pond was drained and deepened, the sides reinforced with granite riprap and the island "dressed up as a cool evening retreat for the city's workers."<sup>38</sup>

Kellaway recognized that this area was important as a civic center (figure 8). Key buildings — the high school, Town Hall, new library, police and fire station, war memorial, post office, and two churches — were situated around the edge of the pond or nearby. In many professional journals, Kellaway wrote how the natural features of the pond in conjunction with the key town buildings worked to create an informal civic center. In a 1931 issue of *Landscape Architecture*, Kellaway observed:

Water with pleasantly planted banks and grassy slopes is a source of beauty when used as a motive for a civic center. It is a distinct relief from the usual hard pavements and dusty areas. And in connection with water, especially if it can be secured in a natural manner, informality in the appropriate community can be fully as beautiful as the formal ...<sup>39</sup>

Winchester's improvements based on Kellaway's plan did not go unnoticed. In 1940, the Massachusetts Horticultural Society presented town officials with an illuminated scroll, commending them for "good judgment and taste in the planning

of public parks and beautification of highways ... making [Winchester] one of the most attractive towns in Massachusetts."<sup>40</sup>

Elimination of the Boston & Maine Railroad grade crossing through the center of town was the subject of frequent debate almost from the time of its completion in 1835 to the time of the construction of the overpass in 1956.<sup>41</sup> After analyzing the waterways and street configurations, Kellaway proposed a solution to the crossing problem. His ideas were presented as an addendum, attached to his 1928 report.<sup>42</sup> Others had called for depression of the railroad below the existing streets, an idea that was determined to be unworkable due to the high water table in the area.<sup>43</sup> Others called for elevation of the tracks, a plan that was rejected by business owners on the grounds that it would be unsightly and divide the town in half. Still others, including Kellaway, proposed leaving the tracks at grade level, with bridges over the tracks and pedestrian subways underneath.

Initially Kellaway's report won favor as it did not call for elevation of the tracks. Kellaway suggested that traffic be rerouted, requiring one new bridge over the Aberjona and another over the tracks. Pedestrians would have free access to both sides of the tracks via two pedestrian subways at either end of the Town Common.<sup>44</sup> Not surprisingly, his plan had the least impact on waterways improvements. He wrote, "With the acceptance of the proposed plan the Town could then proceed to develop the waterways free from any hampering contingencies of what the railroad change would make upon the work."<sup>45</sup> He also suggested that his plan would cost half as much as the other plans. Only later was it found that Kellaway had not made detailed computations to support his cost predictions. Cost became the main argument against the Kellaway plan and its derivatives for the next twenty-eight years. Not until 20 November 1953 was the issue put to rest with the vote for elevating the tracks winning by a small margin.<sup>46</sup>

Kellaway's work with parks and parkways was not limited to Winchester. Kellaway lived in Newton,<sup>47</sup> where he worked on Newton Centre Playground. Originally designed by Olmsted, Sr., in 1891, the plan was open and parklike, with broad meadows and Hammond Brook



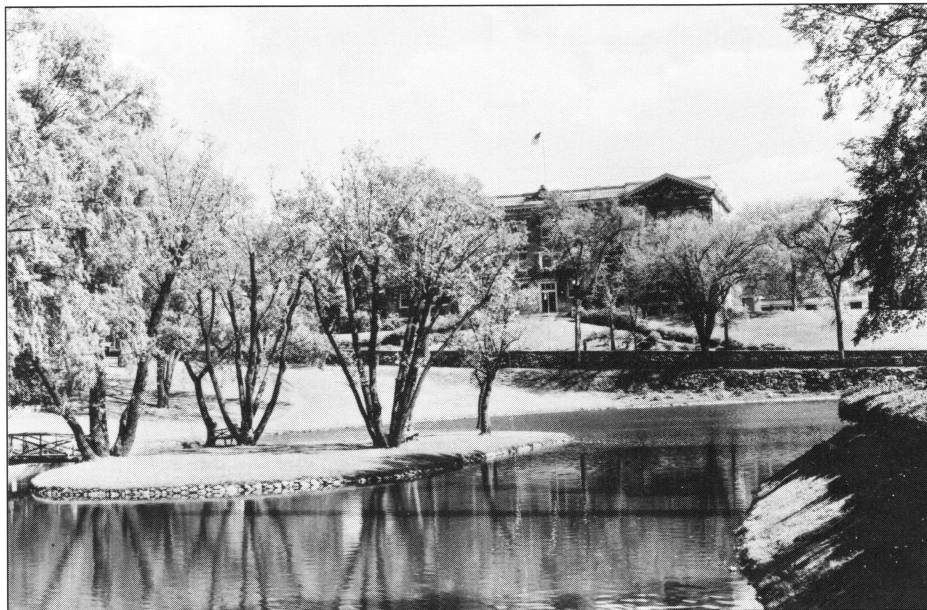
meandering through the space.<sup>48</sup> It was a playground for passive recreation.

The next year, in 1892, the same year Kellaway joined the Olmsted firm, the firm presented a plan for Charlesbank, along the Charles River in Boston. Based on the German model of outdoor gymnastic areas, the plan included the first open-air gymnasium and exercise facility of its kind in a public park. It was believed that fresh air and outdoor exercise were important for people in sedentary jobs and also helped prevent cholera.<sup>49</sup>

Kellaway's 1908 revision for the Newton Centre Playground reflected this interest in accommodating active recreation in parks. Shrubs and trees were not only part of the landscape but also defined discrete areas for play and sports activities. In a later 1911 revision, Kellaway transformed the park even further from Olmsted's pastoral concept. In the 1911 plan, the brook was rerouted underground to create space for additional play areas, including separate courts for girls and boys basketball (the girls' court was twice as large as the court for the boys!), a croquet lawn, archery grounds, and a school garden. The design reflected what the public wanted: specific areas for sports or exercise.

In Quincy, Kellaway worked on Faxon Field, a twenty-acre site which was planned in 1918.<sup>50</sup> His largest park project in Quincy was Merrymount Park.<sup>51</sup> The ninety-acre site bordered Quincy Bay and Furnace Brook Parkway. A major challenge for Kellaway at Merrymount was to reorganize circulation through the park. Paths that had successfully accommodated pedestrians and the horse and buggy were no longer safe with the increasing number of cars. Kellaway divided the park into three parts. The Mall, closest to town, was the most formal part with a tree-lined avenue, flower gardens, and a music court. Roads were moved to the periphery of the park. The second area contained the ball fields and horseshoe area. In the third area, Kellaway took advantage of broad views, rerouting the road to include overlooks along the edges of Quincy Bay.

Kellaway designed smaller parks in other Massachusetts towns: Doyle Field (Leominster),<sup>52</sup> Hitchcock Memorial Field (Amherst),<sup>53</sup> and Hastings Park (Lexington).<sup>54</sup> In 1930 at Hastings Park (near



**FIGURE 8.** After Kellaway's improvements, the Mill Pond featured an island reached by a footbridge. In 1931, Kellaway wrote, "Water with pleasantly planted banks and grassy slopes is a source of beauty when used as a motive for a civic center."

Hayden Recreation Center), he eliminated a low-lying area at one end of the park with fill from nearby road improvements and sculpted the land to create a natural amphitheater.

Kellaway's work in housing included the layout of Mountain View, a low-cost housing project in Springfield, Vermont.<sup>55</sup> In the Olmsted tradition, Kellaway laid out streets to fit the rolling land, with house locations chosen to require minimal grading changes. The ravine by the river was preserved as open park land with a connecting path to town. Kellaway also planned villages in Plainfield, Connecticut, and Winnsboro, South Carolina.<sup>56</sup> Kellaway's housing work continued into World War I when he was part of the American Society of Landscape Architects group, recommended by Olmsted, Jr., that helped plan the temporary war housing in Quincy and Fort Devens.<sup>57</sup>

Kellaway also worked on residential projects. In 1907, he published a book, geared to the homeowner, entitled *How to Lay Out Suburban Home Grounds*. He encouraged the person who was planning a new house to analyze the natural features of the site before locating the house and laying out gardens. Kellaway's residential designs were formal, with symmetrical garden beds, axes and cross-axes tying

elements of the garden together.<sup>58</sup> Kellaway designed a number of rose gardens.<sup>59</sup> Two of the most important were for Mrs. Henry Ford in Dearborn, Michigan, and for Mrs. Edwin Webster in Falmouth, Massachusetts.

Kellaway was active in professional circles. In 1912, he was named a fellow of the American Society of Landscape Architects, and later, he served as a trustee and as a member of the Examining Board of the society.<sup>60</sup> He wrote many articles about his work, believing that greater public attention should be focused on landscape architecture. Yet his vision and work have largely been forgotten, which, ironically, he foretold in his comments in professional journals. In a 1931 article in *Landscape Architecture*, he wrote:

Wonderful ideas have been brought forth for naught, beautiful dreams have been set aside, splendid conceptions have been marred and their authorship has been lost in obscurity. There being no means of signing a work of Landscape Architecture as a building or a statue can be signed, the authorship of many well-known examples has long been lost. Yet in some instances after the designer has left this sphere, his genius is found out and memorialized."<sup>62</sup>

Kellaway died in Bath, Maine, on 6 September 1947, only three years after closing the doors of his Boston practice.<sup>63</sup>

His work is now being explored as part of the interest in the influence of his mentors, Frederick Law Olmsted, Sr., and Charles Eliot. While by no means as large-scale as Olmsted's work on the "emerald necklace" in Boston, Kellaway's plans for Winchester show its influence. Kellaway looked at individual open spaces by evaluating how they fit into an overall plan. His ideas of preserving open space for public use and connecting those spaces through green corridors was forward-thinking and greatly affected Winchester's appearance today.

To the north, Davidson Park, with its open mowed space, gentle waterfalls and quaint bridge, looks much like the plan proposed by Kellaway more than fifty years ago. The small park at Wedge Pond still offers scenic views of the water. Had Kellaway's plans been completely implemented, Winchester would have its own "emerald necklace," stretching to the edges of town in all four directions (see figures 6 and 7). The necklace would run in an east-west direction from the Middlesex Fells, around the Mill Pond and Wedge Pond and along Horn Pond Brook up to Horn Pond in Woburn. In a north-south direction, the necklace was to run along the Aberjona from the Woburn line in the north, through Davidson Park and Leonard Pond, around the Mill Pond and down to the Mystic Lakes. The linking green spaces for both strands of Kellaway's emerald necklace in Winchester were Judkins Pond and the Mill Pond. This area also was seen as defining the civic center of the town.

The beauty of the Mill Pond today is in large part due to the improvements Kellaway began in 1914: water rippling over the stepped dam, ivy-covered bridges, and open, natural edges accessible to the public and protected from encroaching buildings. Indeed, photographs and drawings of the Mill Pond that include Kellaway's bridges and stepped dam have come to represent Winchester's identity.

Because key connecting roads in Kellaway's plans were never built and individual links have changed purpose or been sold to private enterprise, the necklace can never be fully realized. Nevertheless, the civic center of Winchester, the Mill Pond, remains an asset of the town. While its basic beauty remains, the Mill Pond is, ironically, beginning to show the problems

reminiscent of those Kellaway was asked to address in 1911: muddy water, weedy, eroded banks, and an eclectic mixture of fencing and paving materials. The town and its citizens can choose to restore the pond to the scenic civic center of Kellaway's vision, or his vision can slowly erode and, as he predicted, be lost in obscurity.

## NOTES

This paper began with research of Herbert J. Kellaway's landscape plan for the area surrounding the Winchester Public Library. The research was part of a final graduate design project, submitted in 1994, for completion of the Radcliffe Seminars Landscape Design Program, Radcliffe College. Sincere thanks to Maureen Meister for her ongoing interest in Kellaway's work. Her editorial assistance also is greatly appreciated.

1. Mason Ham, "People You Ought to Know. No. 49, Herbert J. Kellaway," published in an unidentified and undated newspaper clipping on file at the Jackson Homestead (Newton Historical Society), Newton, Mass. The biography was written during Kellaway's lifetime, late in his career. Ham relates that when Kellaway was young, his father gave him a compass and drawing board and told him to draw things. Forty years later, Kellaway spoke again of how the compass provided inspiration for the stepped dam design in Winchester.

2. W[illiam] B. M[arquiss], "Herbert J. Kellaway: A Biographical Minute," Herbert J. Kellaway obituary, *Landscape Architecture*, Jan. 1948, 74-75. Further biographical information is provided in the Herbert J. Kellaway obituary, *New York Times*, 7 Sept. 1947.

3. The year when Kellaway retired from his landscape architecture practice, he wrote a commentary in which he praised the work of Olmsted, Sr., and the newly published volume of Olmsted, Sr.'s papers, *Forty Years of Landscape Architecture*, which was edited by Olmsted, Jr. Kellaway reflected on his years with the firm and suggested that Olmsted, Sr., be featured on a postage stamp. See Herbert J. Kellaway, *Landscape Architecture*, July 1943, 136.

4. Cynthia Zaitzevsky, *Frederick Law Olmsted and the Boston Park System*, Cambridge, Mass., 1982, reprinted 1992, 132.

5. *Ibid.*, 81.

6. Lisa Chase, "Imagining Utopia: Landscape Design at Smith College, 1871-1910," *New England Quarterly*, Dec. 1992, 579.

7. According to the Winchester "Waterways Committee Report," written in 1928, Kellaway also had been "in charge of laying out the grounds of Amherst College." For the reference, see the committee report, included in Herbert J. Kellaway, "Report Upon the Improvement of Waterways in

Winchester, Massachusetts," 1928, 10. Copies are available at the Winchester Archival Center, Winchester, Mass., and at the Loeb Library, Harvard University, Cambridge, Mass.

Kellaway did additional campus work for Middlebury College. See "Recent Deaths: Herbert J. Kellaway," *Newton (Mass.) Graphic*, 11 Sept. 1947. Thanks to Judith Tankard for sharing this citation with me.

8. See Norman T. Newton's chapter on "Charles Eliot and His Metropolitan Park System" in *Design on the Land: The Development of Landscape Architecture*, Cambridge, Mass., 1971, 318-36. See also Keith N. Morgan, "Held in Trust: Charles Eliot's Vision for the New England Landscape," *National Association for Olmsted Parks Workbook Series*, vol. 1, Biography, 1991, Bethesda, Md., Darlene McCloud, ed.

9. Herbert J. Kellaway, "Charles River Reservation to West Roxbury Parkway Plan," 1908, Jackson Homestead (Newton Historical Society), Newton, Mass. Also on file is Kellaway's "Report on Proposed Park and Parkways from Charles River Reservation to West Roxbury Parkway, Connecting the Northern and Southern Groups of Metropolitan Parks," 1908.

10. Henry Smith Chapman, *History of Winchester, Massachusetts*, Winchester, Mass., 1936, 265.

11. Newton, *Design on the Land*, 330.

12. Herbert J. Kellaway, "An Informal Civic Center," *Landscape Architecture*, Apr. 1931, 189-94.

13. Winchester Town Report, 1909, 108, Winchester Archival Center, Winchester, Mass.

14. "Report of the Waterways Improvement Committee of the Town of Winchester," 1 June 1911, Winchester Archival Center, Winchester, Mass. A copy of the report also is to be found in Special Collections, Loeb Library, Harvard University, Cambridge, Mass.

15. Herbert J. Kellaway, "Report Upon Mystic Valley Improvement Along the Aberjona River, Winchester, Massachusetts, from Upper Mystic Lake to Swanton Street," 1911, 12, Winchester Archival Center, Winchester, Mass. A copy of the report is to be found at the Loeb Library, Harvard University, Cambridge, Mass.

16. *Ibid.*, 13.

17. Chapman, *History of Winchester*, 31. See also "Passing of the Old Mill," *Winchester Star*, 8 Dec. 1911.

18. Zaitzevsky, *Olmsted and the Boston Park System*, 55.


19. Kellaway, "Report of the Waterways Improvement Committee," 17.

20. "Report of Park Commissioners," *Winchester Town Report*, 1914, Winchester Archival Center, Winchester, Mass.

21. Chapman, *History of Winchester*, 274.
22. Detailed drawings for both bridges are on file in the Department of Engineering at the Winchester Town Hall.
23. Kellaway, "An Informal Civic Center," 190. See also Herbert J. Kellaway, "The Civic Center Park at Winchester, Massachusetts," *Parks and Recreation*, Mar.-Apr. 1928, 272-76.
24. Bruce Stone, *History of Winchester, Massachusetts*, vol. 2, Winchester, Mass., 1975, 45.
25. Herbert J. Kellaway, "Plan for the Development of Winchester Civic Center," *Pictorial Atlas of Winchester*, Winchester, 1914. A copy of the atlas is at the Winchester Archival Center, Winchester, Mass.
26. "Report of the Planning Board," Winchester Town Report, 1915, 182, Winchester Archival Center, Winchester, Mass.
27. Newton, *Design on the Land*, 646.
28. Cynthia Zaitzevsky, "Education and Landscape Architecture," in Margaret Henderson Floyd, *Architectural Education and Boston*, Centennial Publication of the Boston Architectural Center, 1889-1989, Boston, 1989, 28.
29. Arthur A. Shurtleff, "Report to the Winchester Planning Board," 1924, 182, Loeb Library, Harvard University, Cambridge, Mass.
30. Ibid.
31. Kellaway, "Report Upon the Improvement of Waterways." Kellaway's original linen plans, at 1"=100' scale, are on file at the Department of Engineering, Winchester Town Hall. Reduced copies of the plans accompany the report at the Loeb Library, Harvard University, Cambridge, Mass.
32. Kellaway cited a mosquito survey from 1926, which found that the area was a breeding ground for five different mosquito species. Ibid., 14.
33. Herbert J. Kellaway, "Wedge Pond at Winchester: A Water Park in the Process of Making," *Parks and Recreation*, Mar.-Apr. 1931, 345-48.
34. In *Toward New Towns for America*, Liverpool, England, 1951, Clarence Stein provides a chart which shows that 450,000 cars were being driven in the United States in 1910. By 1928, the number of cars had grown to 21,300,000.
35. Stone, *History of Winchester*, 70.
36. Herbert J. Kellaway, "Park Improvement and Unemployment Relief," *Landscape Architecture*, July 1932, 304-305. See also Herbert J. Kellaway, "Winchester Was Ready With a Plan," *City Planning*, July 1933, 126-28.
37. *Winchester Star*, 27 Oct. 1931. Parkhurst explains his justification for and efforts in the waterways improvement work.
38. "Cities Win Reward for Their Courage in Massachusetts," *Christian Science Monitor*, 26 June 1933. See also Herbert J. Kellaway, "Park Improvement and Unemployment Relief."
39. Kellaway, "An Informal Civic Center," 194.
40. *Winchester Star*, 22 Nov. 1940, 1.
41. Chapman, *History of Winchester*, 316.
42. Herbert J. Kellaway, "Report Upon Elimination of Grade Crossing," addendum to Kellaway's "Report Upon the Improvement of Waterways," 28 Jan. 1928. The original linen, 1"=50' scale drawing is on file in the Department of Engineering, Winchester Town Hall.
43. Town of Winchester, "Special Report of the Board of Selectmen on the Grade Crossing," Feb. 1929, Winchester Archival Center, Winchester, Mass.
44. The subways consisted of a series of steps that led under the tracks and up to the other side.
45. Kellaway, "Report Upon Elimination of Grade Crossing," 79.
46. Stone, *History of Winchester*, 165.
47. Kellaway was active in the Newton community. Between 1930 and 1946, he served as chairman of the Newton Planning Board. See W.B.M., "Herbert J. Kellaway: A Biographical Minute."
48. Olmsted's original 1891 plan for the Newton Centre Playground and Kellaway's 1908 and 1911 revisions are on file at the Jackson Homestead (Newton Historical Society), Newton, Mass.
49. Zaitzevsky, *Olmsted and the Boston Park System*, 96.
50. Herbert J. Kellaway, "Faxon Field, Quincy, Massachusetts," *Parks and Recreation*, Mar.-Apr. 1930, 196-98.
51. See Herbert J. Kellaway, "Plan and Report for the Development of Merrymount Park, Quincy, Massachusetts," 1937, Loeb Library, Harvard University, Cambridge, Mass. See also Kellaway's article "Merrymount Park at Quincy, Massachusetts," *Parks and Recreation*, Mar.-Apr. 1938, 292-98.
52. Herbert J. Kellaway, "Doyle Field," *Landscape Architecture*, Jan. 1932, 133-38.
53. Herbert J. Kellaway, "A Co-operative Park," *Parks and Recreation*, Sept.-Oct. 1927, 17-19.
54. Herbert J. Kellaway, "Hastings Park, Lexington, Massachusetts," *Parks and Recreation*, May-June 1930, 268-69.
55. Herbert J. Kellaway, "Common Sense Housing for Modern Needs: The Problem of Mountain View, Springfield, Vermont," *Landscape Architecture*, Oct. 1920, 23-24.
56. W.B.M., "Herbert J. Kellaway: A Biographical Minute."
57. In Kellaway's discussion of his work designing housing for 45,000 soldiers at Fort Devens, he stated that what struck the visitor was not its details, but its sheer size, especially considering the fact that it was built in four months. See Herbert J. Kellaway, "Camp Devens: The Cantonment at Ayer, Massachusetts," *Landscape Architecture*, Jan. 1918, 69-75. On the planning of the war camps across the United States, see "Planning the Cantonments," *Landscape Architecture*, Oct. 1917, 1-12.
58. Herbert J. Kellaway, *How to Lay Out Suburban Home Grounds*, New York, 1907.
59. Herbert J. Kellaway, "A Rose Garden at Quissett," *Landscape Architecture*, Oct. 1932, 25-30. Kellaway collaborated with Harriet Foote, a well-known rosarian. At the Webster estate, the gardens contained 2700 roses.
60. W.B.M., "Herbert J. Kellaway: A Biographical Minute."
61. Herbert J. Kellaway, "Recognition of the Landscape Architect," *Horticulture*, 15 Mar. 1930, 126-27.
62. Herbert J. Kellaway, "Landscape Architecture a Fine Art," *Landscape Architecture*, July 1931, 298.
63. W.B.M., "Herbert J. Kellaway: A Biographical Minute."

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