Cambridge Chronicle, 6 May 1911 — THE ASHTON VALVE COMPANY Led the Advance Host in Coming to Cambridge With Its Big Plant in 1907 —Its Products Find Their Way All Over the Globe [ARTICLE+ILLUSTRATION]

Back

THE ASHTON VALVE COMPANY

Led the Advance Host in Coming to Cambridge With Its Big Plant in 1907 —Its Products Find Their Way All Over the Globe

If proof were needed that business and industrial growth in the United States was not confined wholly to the West, the history of Cambridge in the last decade would alone be enough to establish the case for this part of the country. Each year has seen the erection of several new factory buildings and the coming here of many new industries, until today acres of land are occupied which were idle but five years ago.

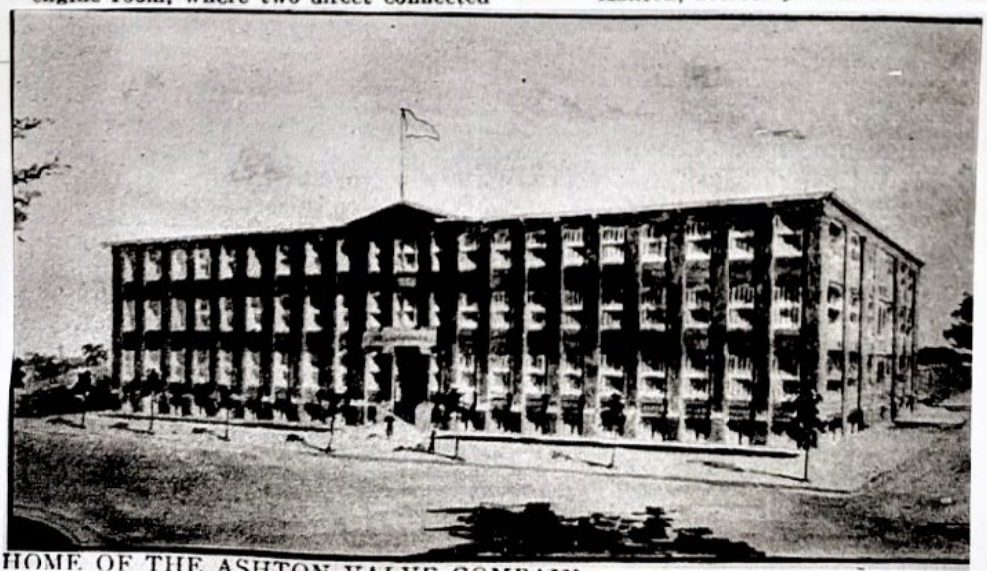
The year 1907 was noteworthy in Cambridge in that it brought here the Ashton Valve company, whose plant on First street is looked upon as one of the best examples of what the modern factory should be. The coming of a company like this would be a great event in any city and it certainly marked the year 1907 in the industrial history of Cambridge. The company transferred its entire business here from Bosfon, leaving only a busines office at 271 Franklin street in that city. A new factory was erected for its occupancy covering the whole block between First, Second, Binney and Rogers streets, the building being a conspicuous object from the Boston side of the river and on coming across the new bridge.

The main building of the Ashton company's factory is 200 feet long by 50 feet wide and is three stories high with a basement. At the rear of this main building is a foundry and boiler house, the foundry being 65 by 38 feet and the boiler house 53 by 39½ feet. Directly over the boiler house is the valve testing department, which is separated from the main buiulding, but connected with it by a covered bridge. The entire plant occupies 47,000 square feet of floor space.

All these buildings are of brick and concrete construction, built to withstand the severest tests of time and usage. They are equipped with the most modern motor-driven machinery and are electrically lighted throughout. In the basement of the main building is an engine room, where two direct connected engine and generator sets are located which are used to furnish power and light to the whole factory. In this basement are also the blacksmith shop, fireproof pattern storage room and main stock storeroom. On the first floor is the office, shipping room, tool room, and pattern shop, while the second and third floors are given over to manufacturing. The employees of the company number from 125 to 150 and it is gratifying to note that in the planning and construction of this factory, by express direction of the company, every possible provision was made for the comfort and welfare of these employees.

The Ashton Valve company, it is almost needless to say, is a leader in its branch of industry the world over. Its history dates back to 1871, when it was founded in a small way by the late Henry G. Ashton, and its growth since that time has been steady and substantial. The company was incorporated in 1877, under the laws of Massachusetts, and has a capital of $150,000. Its pop safety valves, gages, marine clocks and other steam specialties are famous throughout the world. The company's goods are used by the leading railroads, steamships and power plants in this country, Canada and Europe. They are in use on the United States battleships, and their reputation for quality and stability is unexcelled. Agencies are maintained in London, Paris and Vienna, as well as in Mexico and Canada on this continent, and even in places as far distant as Australia and New Zealand.

The output of the company is very large and is increasing year by year. A large stock of valves and accessories is constantly carried at the warerooms in Boston. The officers of the company are Ellery Peabody, president; Fred A. Casey, vice-president, and Albert C. Ashton, secretary and treasurer.



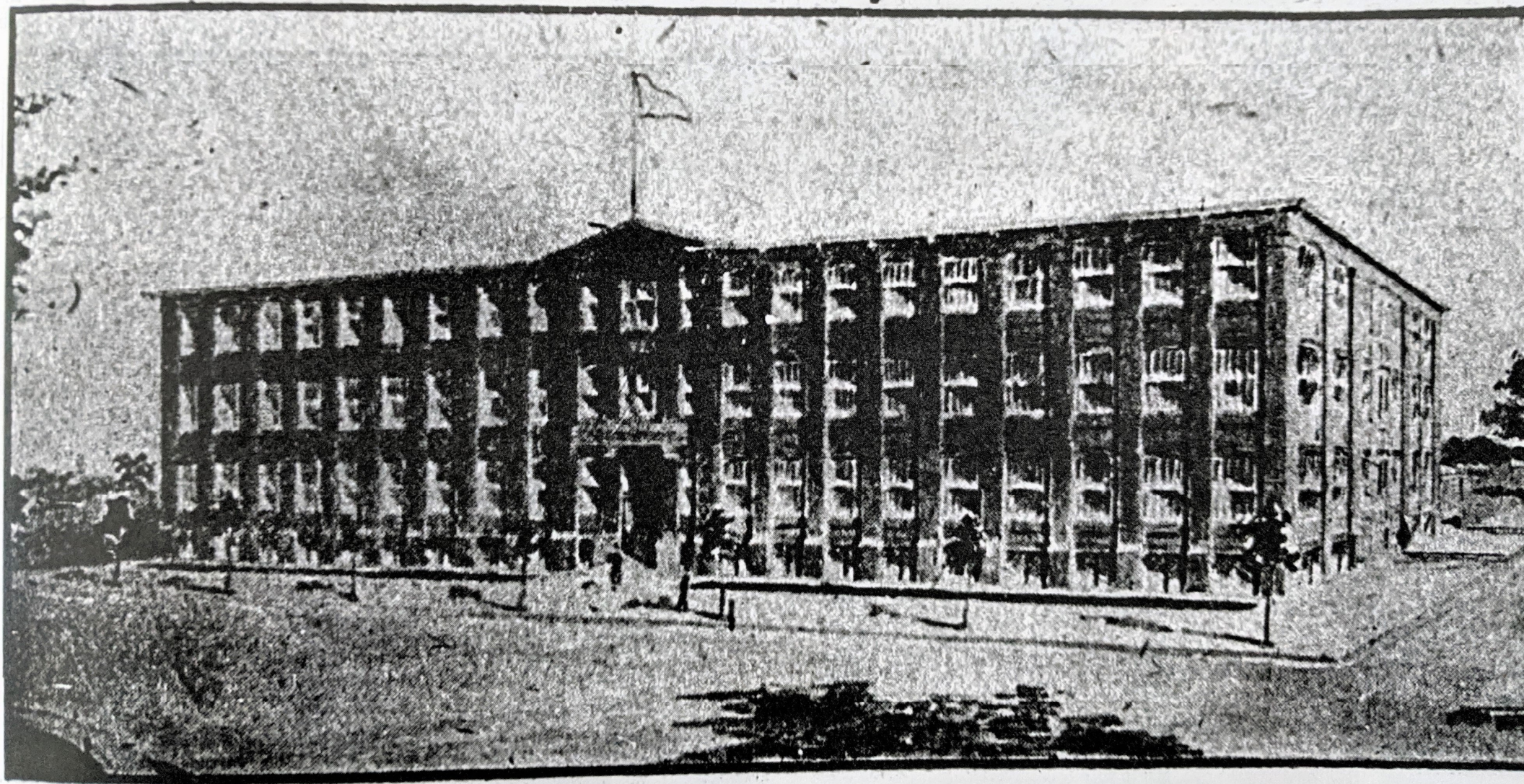
HOME OF THE ASHTON VALVE COMPANY

8/16/2019 THE ASHTON VALVE COMPANY Led the Advance Host in Coming to Cambridge With Its Big

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THE ASHTON VALVE COMPANY

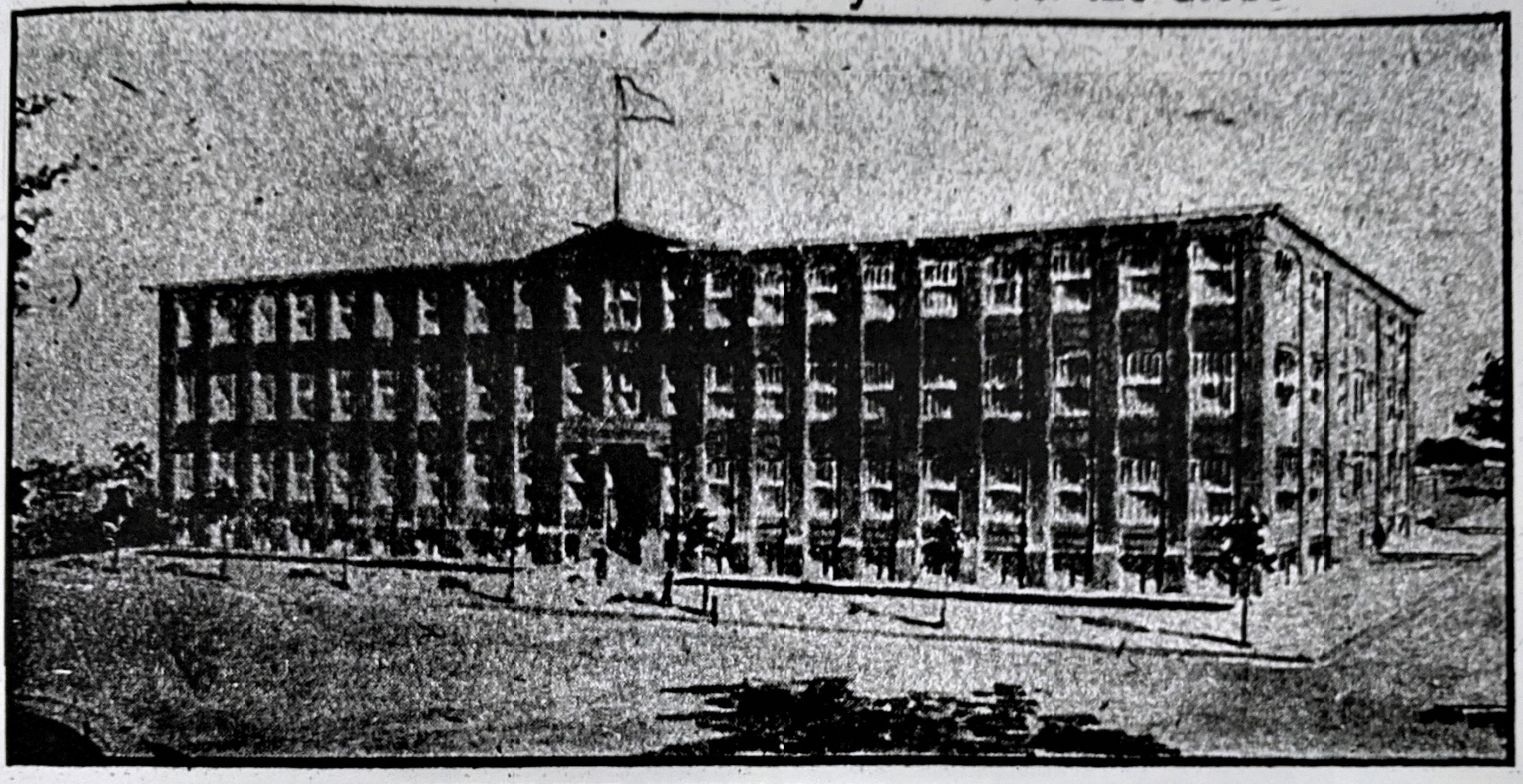
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—Its Products Find Their Way All Over the Globe



HOME OF THE ASHTON VALVE COMPANY.

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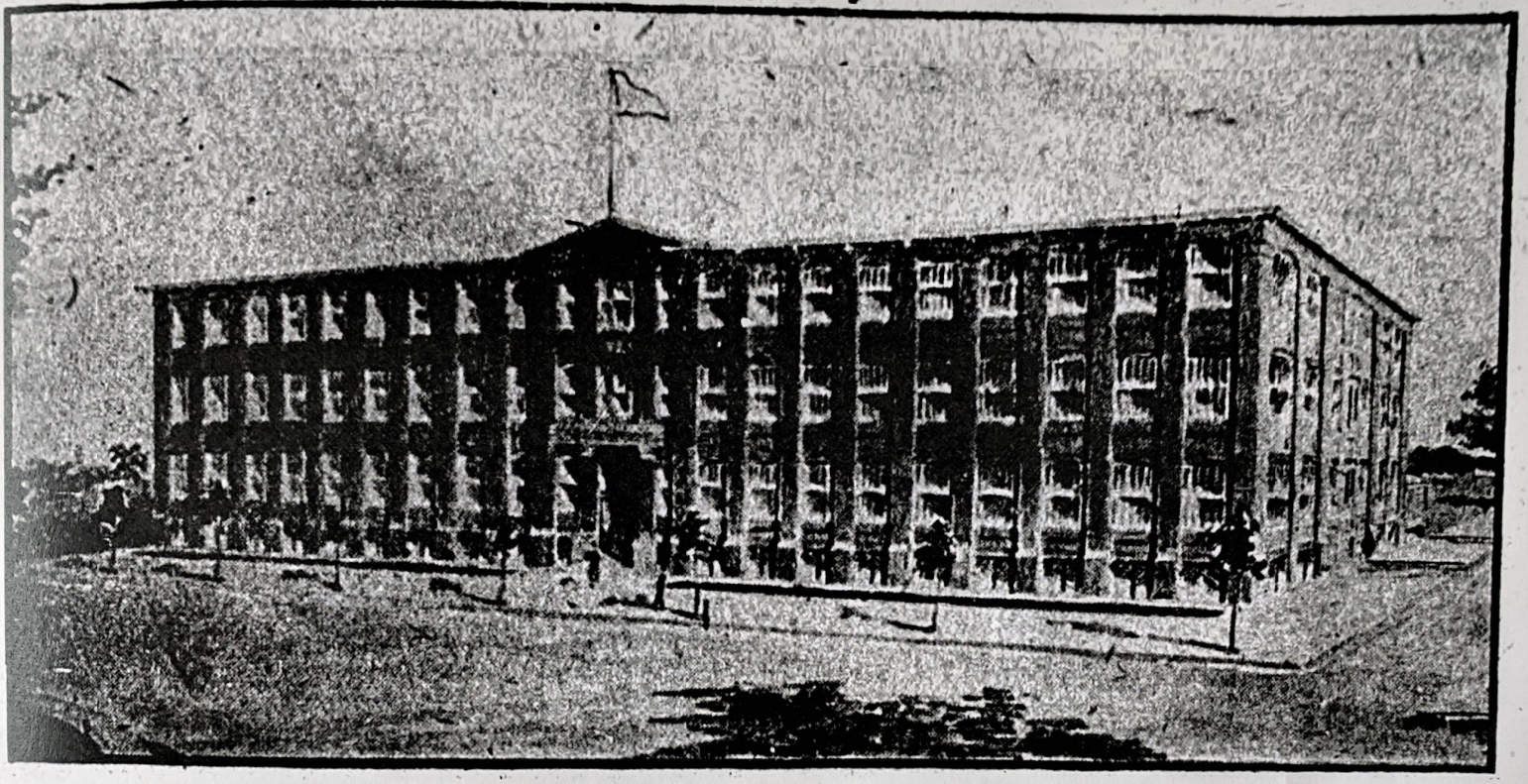
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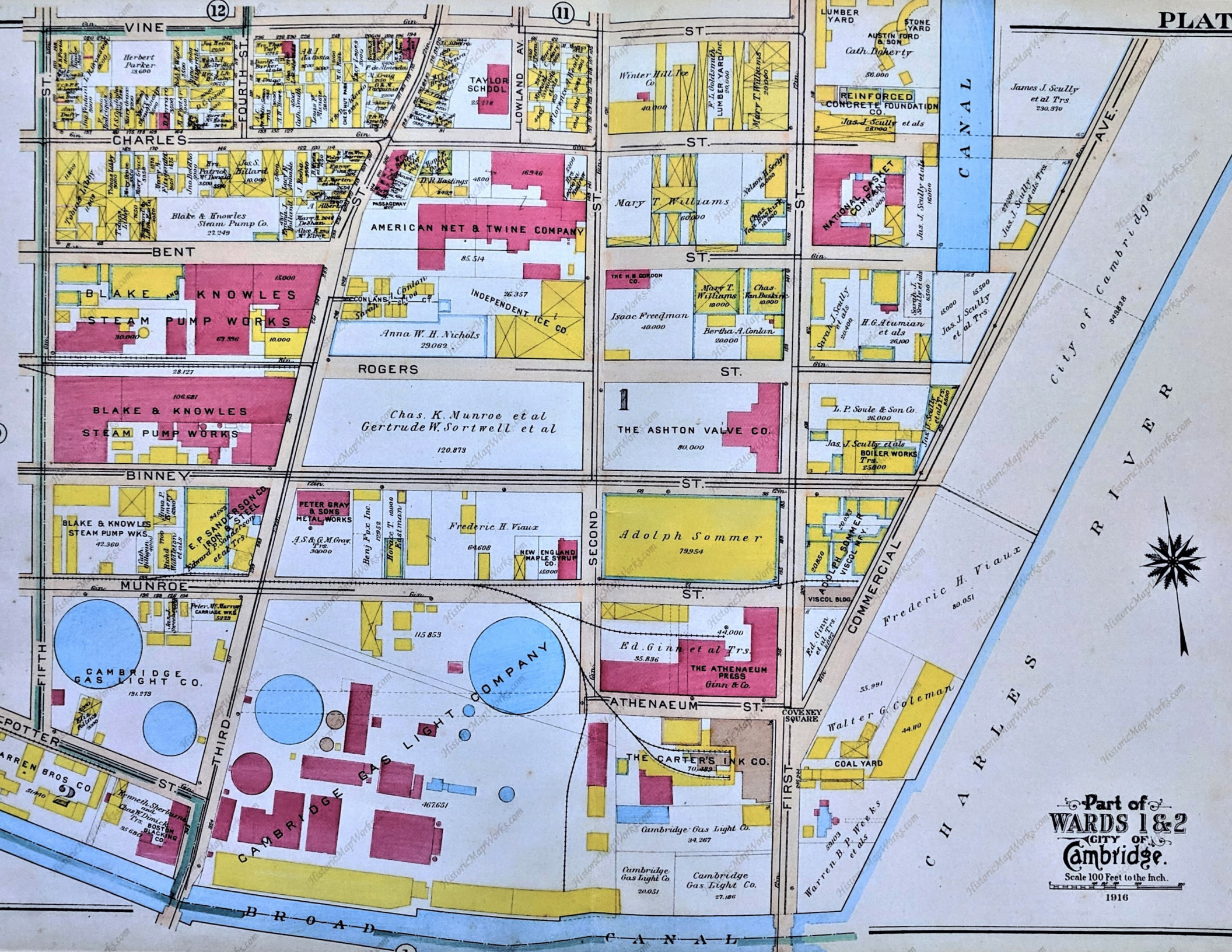
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PLAT
VINE
CHARLES
BENT
ROGERS
BINNEY
MUNROE
ATHENAEUM ST.
COVENEY SQUARE
FOURTH ST.
LOWLAND AV.
FIFTH
THIRD
SECOND
FIRST
COMMERCIAL
Herbert Parker 13.600
TAYLOR SCHOOL
Winter Hill Tire Co 40.000
LUMBER YARD
STONE YARD
AUSTIN FORD & SON
Cath. Doherty 56.000
REINFORCED CONCRETE FOUNDATION CO.
Jas. J. Scully et als 28.000
James J. Scully et al Trs 230.370
CANAL
Blake & Knowles Steam Pump Co. 27.249
AMERICAN NET & TWINE COMPANY 85.514
D. R. Hastings 4800
16.946
PASSAGEWAY
Mary T. Williams 60.000
Nelson E. Sealy 10.000
Chas. Van Buskirk 10.000
NATIONAL CASKET COMPANY 40.000
Jas. J. Scully et als 18.000
Jas. J. Scully et al Trs 27.000
BLAKE AND KNOWLES STEAM PUMP WORKS 30.000 69.356 10.000
CONLANS
Conlan 1.000
INDEPENDENT ICE CO. 26.357
Anna W. H. Nichols 29.062
THE H. B. GORDON CO.
Isaac Freedman 40.000
Mary T. Williams 10.000
Chas. Van Buskirk 10.000
Bertha A. Conlan 20.000
Sarah J. Scully et als 20.400
H. G. Atumian et als 26.100
15.000 15.500 Jas. J. Scully et al Trs
28.127
BLAKE & KNOWLES STEAM PUMP WORKS 106.681
Chas. K. Munroe et al Gertrude W. Sortwell et al 120.879
1
THE ASHTON VALVE CO. 80.000
L. P. Soule & Son Co. 26.000
Jas. J. Scully et als BOILER WORKS Trs. 25.000
BLAKE & KNOWLES STEAM PUMP WKS. 42.360
E. P. SANDERSON CO. IRON & STEEL Edward P. Sanderson et al Trs
PETER GRAY & SONS METAL WORKS
A. S. & G. M. Gray Trs 30.000
Benj. Fyx Inc. 12.952
Horace T. Eastman 4000
Frederic H. Viaux 64.608
NEW ENGLAND MAPLE SYRUP CO. 15.000
Adolph Sommer 79.954
ADOLPH SOMMER VISCOL MFG.
VISCOL BLDG.
Frederic H. Viaux 80.051
CAMBRIDGE GAS LIGHT CO. 191.273
Peter W. Murray CARRIAGE WKS 52.725
115.853
CAMBRIDGE GAS LIGHT COMPANY
467.651
Ed. Ginn et al Trs. 35.836
44.000
THE ATHENAEUM PRESS Ginn & Co.
Ed. Ginn et al Trs 20.850
35.991
Walter G. Coleman
44.110
COAL YARD
POTTER
WARREN BROS CO. 51.440
Kenneth Sherburne et al Trs
Chas. W. Dimick Trs. BOSTON BLACKING CO. 35.680
THE CARTER'S INK CO. 70.489
Cambridge Gas Light Co. 34.267
Cambridge Gas Light Co. 20.051
Cambridge Gas Light Co. 27.186
Warren B. P. Weeks et als 39.103
CHARLES RIVER
City of Cambridge
BROAD CANAL
Part of WARDS 1 & 2 CITY OF Cambridge.
Scale 100 Feet to the Inch.
1916

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mbridge Sentinel, Volume XVII, Number 45, 25 December 1920 — The Ashton Valve Company
RTICLE+ILLUSTRATION]

The Ashton Valve Company

Cambridge aims at quality while ever striving to achieve quantity in her industrial establishments. The kind of manufacturing is a vitally important factor in any study of desirable community growth.

In 1917 the Ashton Valve Company of Boston led quite an exodus of high grade industries, looking for sites more conducive to health development.

The Ashton Valve Company plant covering the block between First, Second, Binney and Rogers streets is a model structure of its kind, housing a business the ramifications of which extend over the civilized world.

The concern was founded in 1871 by the late Henry Ashton who persevered in a small way until he builded the fine monument dedicated to his memory in the fine establishment of today.

The Ashton Safety valves, gages, marine clocks and other specialties in the science of steam appliances are universally used, by railroads, steamships, power plants, where efficiency is recognized as a sound business principle.

Agencies are maintained in the larger population points in America and the older continents, even Australia and New Zealand are potential places for company enterprise.

The main building of the Ashton Valve Plant, easily seen from the West Boston Bridge, covers a space 200 feet long and 50 wide and is three stories high with a basement. At the rear is the foundry and boiler house, the former being 65 by 38 feet, and the latter 53 by 39½ feet, the entire plant covering 47,000 sq. ft. All these buildings are of brick and concrete construction, and are equipped with the most modern motor driven machinery, being electrically lighted throughout. In the basement of the main building is an engine room where two direct connected engine and generator sets are located, which are used to furnish power and light to the whole factory. In this basement are also the blacksmith shop, fireproof pattern storage room and main stock storeroom.

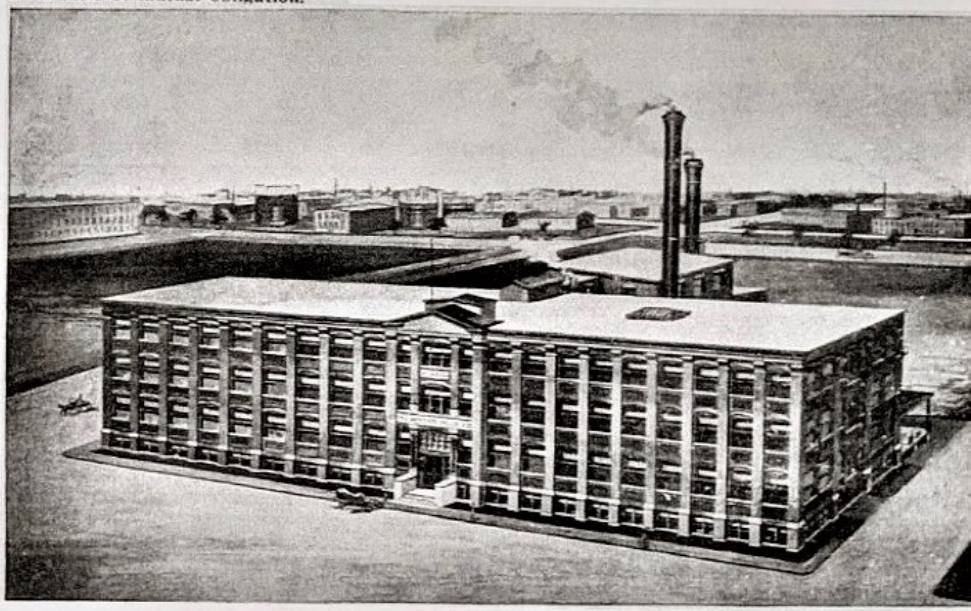
On the first floor is the office, shipping room, tool room, and pattern shop, with the second and third floors given to manufacturing.

The employees appreciate the fact that in planning this factory the management had their convenience clearly in mind.

The Ashton Valve Company is a living thriving proof that it is possible for capital and labor to agree on a basis of mutual obligation.



HENRY G. ASHTON,
Founder of
The Ashton Valve Company.



Specialists in Valves, Gauges and Marine Clocks

POWER MAGAZINE - SEPT 1907 New Bldg to cost $67,000

SHTON VALVE CO. HELPS TO MAKE KENDALL SQ. SECTION A BUSY CENTER

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The following article is the ninth in a ries being printed in pamphlet form by e Murray Printing company, entitled ur Neighbors at Kendall Square." It als with the Ashton Valve company, ich last year passed its fiftieth birthy, and was prepared by Arthur P. rley.

The Ashton Valve company is the sub t of our story this month. Their his y is similar to that of many of our ighbors—the founding of a business a capable man—the building of a w products—their recognition as quali products—expansion—more expansion the selection of Kendall square as a ace in which to still further develop eir permanent establishment as one of e important industries in a district ntaining over two score of important anufacturing plants.

The business was founded in 1871 by enry G. Ashton, a native of England. x years later a company was incorrated. In 1907 the present factory, occupying the entire block between Rogers d Binney streets on First street, was ected. In 1916 the company was recorporated under the laws of Masshusetts.

Ellery Peabody is president of the mpany, Joseph W. Motherwell, vice-esident and general manager, Adrian . Perry, secretary and assistant general anager and Fred H. Ashton, assistant easurer.

These few facts give you the history of e company—the history, stripped of l embellishments. You have the dates id the names. The romance you may agine. There is a romance in the life every business firm which can look ack upon half a century of life. You an sense the romance in the history of e Ashton Valve company as you note e beginning, the growth and the pres-it standing of the firm, but you will ot hear it mentioned in the offices of e company. There it is considered erely business—the natural result of ersistent attention to business. As you alk with the officials of the company ou will find that they are so intent pon the business of today that they ave no thought of the business of yesrday. They will tell you frankly that ey are not concerned with romance. ou can see that they are tremendously oncerned with the making of valves and ages, and you soon gather the impresion that their concern relates to none ut the very best valves and gages. They o not tell you so, they do not boast of , but you feel it, nevertheless. And you re right. Ashton valves and gages have ong been generally recognized as being bsolutely of dependable quality. Our ailroads soon discovered the merits of shton steam gages, air gages, safety alves and other appliances particularly esigned to meet railroad requirements, nd so it is that today a great part of he company's business consists of supplying the demands of the railroads.

Valves and gages are not the only products of the company. They make a variety of kindred locomotive and power plant specialties, but these are the two lines upon which the company specializes. And these two lines appear inexhaustible in their variety of styles and in their multitude of uses. Gages of air, water, steam, steam heat, oxy-acetylene gas pressure, altitude gages, ammonia gages, cassion gages—there seems to be no end to the list. The variety of valves is equally imposing. No wonder their office seems such a busy place when we consider this great number of styles, with each valve and gage being made in several sizes, and the whole being a product comprising an extremely delicate mechanism, requiring the most careful selection of materials and the most skillful workmanship.

Ashton valves are noted for their safety, convenience, and economy. The safety is due to the almost utter absence of friction, which assures the prompt blowing of the valve when the set pressure is reached. Adequate relief, when of suitable size, is due to the increased lift which occurs as soon as it commences to blow; and the increased size of opening for the escape of steam renders it impossible to accumulate pressure above the point at which the valve is set. The lock-up attachment also adds to the safety by preventing tampering with the adjustment. The convenience is due to its automatic action, the accessibility without disturbing piping, connections or adjustments, and the ease with which the amount of pop can be regulated. It rises at a given pressure and cannot be stopped until it gives full relief, when it closes automatically after a drop of a few pounds pressure. There is nothing to disarrange or get out of order. The faultless design of the pop chamber, which insures the prompt closing of the valve without undue waste of steam, assures economy. The knife-edge lip which allows an unvarying pop for years, without any adjustment, results in a low cost of maintenance. An Ashton valve usually outlasts the boiler to which it is applied. On a large railroad using Ashton safety valves exclusively for thirty years, the total cost of valves and parts purchased for renewals in the past five years averaged seventeen cents per valve per year. This road has 2963 Ashton safety valves in service, some of which are from twenty-five to thirty years old.

All these features are the result of the mechanical features upon which Ashton valves are constructed. There are many points of mechanical superiority in Ashton valves, only a few of which we can touch upon here. Valves are regularly made with with bevel seats. The bevel is forty-five degrees. Bevel seats remain tight and are easy to grind in or face off when long service renders repairs necessary. The standard seat is made of extra high quality composition steam metal. It has great wearing qualities, and because of its freedom from corrosion gives excellent service, even with bad feed water.

The pop-chamber, with knife-edge lip in Ashton valves, is of special patented design. The lip wears down in proportion to the wear on the seat, thus keeping the outlet of the pop chamber of the same relative proportion to the inlet. In most Ashton safety valves a supplemental pop chamber makes it possible to control the pop from the outside, regulating it to the finest adjustment, thereby reducing the waste of steam to a minimum.

The outside pop regulator is another patented feature of Ashton valves. This affords a convenient means for regulating the pop at all times without taking the valve apart, and when steam is on the boiler. Another patented feature is the blow-back head, which by enclosing the spring, protects it from the main body of steam. This makes impossible in an Ashton valve the accumulation of back pressure, a danger which seriously reduces a valve capacity. All springs used in Ashton valves are constructed by hand of special steel, and are made in our own factory. Before being accepted they are subjected to the most thorough tests that can be made.

Ashton gages have also many patented features, and are of the same dependable quality as the valves. The Ashton master pilot gage is designed for use in large power plants, where it can be so located that the steam pressure indicated may be readily seen from a distance at any part of the boiler room. It is intended to be connected direct to the main steam header, thereby adapting it for use as the firing gage for the entire battery of boilers. With a limited dial graduation, of which the highest working pressure should be that shown at top of dials, it permits of unusual coarse pressure graduations and large size dial figures, whereby the lightest variation of pressure can be promptly and readily observed.

The economy of operation of a power-plant equipped with the Ashton master pilot gage is obviously apparent when it is considered that standard size boiler pressure gages with their smaller diameter dials, and necessarily finer graduations, are not easly read, do not show sensitive pressure fluctuations, and only indicate boiler pressure and not the more important pressure in the main header.

Ashton products meet the conditions of close regulation required by the rules of the federal boiler inspectors, and of all the various government and railroad associations and bureaus. Our patents cover broadly the most valuable and desirable improvements, and additions are made from time to time, as study and experiment prove advisable. The company keeps fully informed regarding the inventions of others, and does not hesitate to strengthen its position by acquiring such other patents as it may deem meritorious.

There! gentle reader, when you recall these excellent mechanical products, remember that they are "made in Kendall square."

January 1923

easy to machine. Being both air and oil hardening, it is possible to make dies accurable to the closest tolerance.

This new steel has been given a test and its production possibilities are said to be remarkable, its output equal to at least eight to ten times that of carbon steel and three or four times as great as high speed steel.

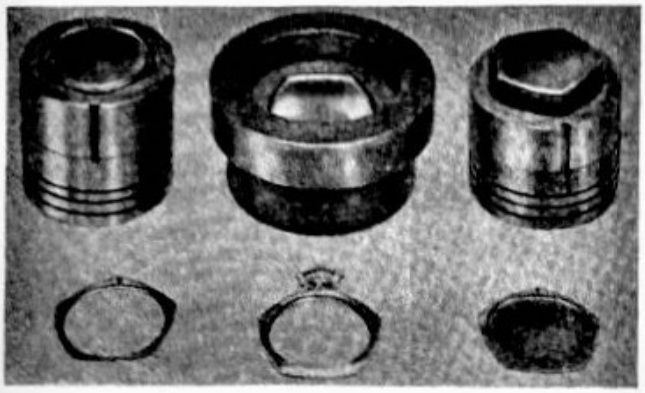


FIGURE 2.

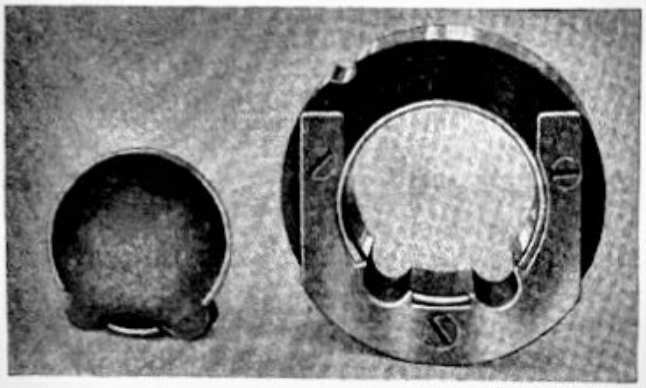


FIGURE 3.

In figure 1 is shown a punch and die which produced over 3,000,000 products, and are in good condition yet.

Figure 2 show case dies used in production of the Gruen pentagan watch, and in figure 3 is shown dies made for producing padlocks, having produced about 400,000 pieces. All these dies are made of Cromovan triple die steel.

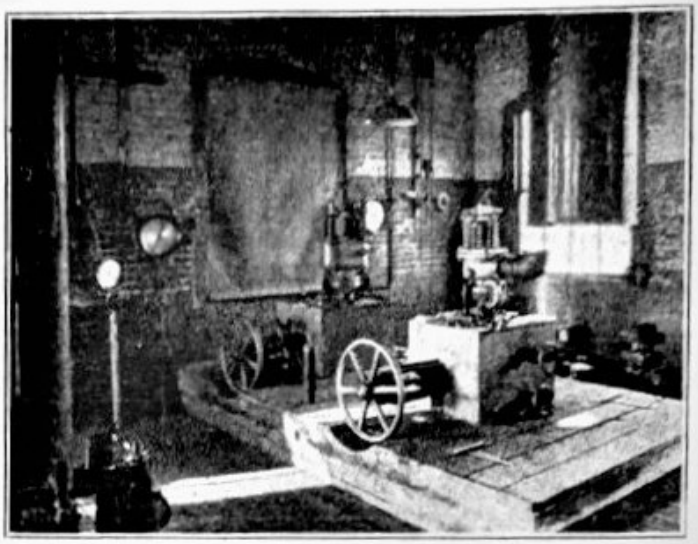
We are indebted to the Firth Sterling Steel Co., McKeesport, Pa., producers of this steel, for these illustrations.

LARGE BOILER INSTALLED IN VALVE PLANT

The Ashton Valve Co., Cambridge, Mass., has recently installed a new 650 pound pressure boiler in their plant to use in testing their products. In this testing plant their gages undergo a severe test. The new boiler is a marine type capable of 300 per cent of rating.

In the accompanying illustration shows the testing stands in testing room, which is directly over the upper drum of the boiler.

Enclosed in the two boxes packed with mineral wool, are gate valves controlled by large wheels, and on which are placed safety valves to be tested. The two small wheels at side of right box control by-pass and blow off respectively. The wheel on vertical spindle between large wheels controls admission of steam to testing drum for ordinary use, the pressure in which is indicated by one of the two gages at the left, on wall; one for higher pressures and the other for lower sure. On the opposite side of the testing room and also in the boiler room are other wheels of large diameter, connected to large valve used for capacity tests on line from boiler drum to testing drum, by shafts and gears for emergency use in case of accident to testing drum or its connections. Chain and air hoists



TESTING ROOM—ASHTON VALVE CO.

conveniently located aid in handling valves on and off the stands.

By the adoption of these modern methods in making and testing their products, the Ashton Valve Co., are able to offer to the trade the best there is to be made by any firm. No gage is turned out without being thoroughly tested and thus assured of coming up to its most severe requirements when placed in service on the railways or in industrial plants.

SHORT LINE RAILROAD WANTED

A financier writes this office that he is in the market for a short line railway that has a future, and one that may justify extension and extensive improvement. Write us with particulars.

WASHINGTON, D. C., ATTORNEY
ROBERT C. HANDWERK
ATTORNEY AT LAW
815 15th Street N. W.
WASHINGTON, D. C.
Interstate Commerce Commission and Federal Tax Practice.

POSITION AS SHOP FOREMAN WANTED

Wanted: Position as machine back shop or roundhouse foreman, by man with proven ability, 38 years old, 22 years of experience; ten years in handling men. Have held position as general foreman; can furnish service letters. Wants position with opportunity to advance. Address, Shop Foreman, Railway Journal, Chicago, Ill.

GOOD RAILWAY MEN WANTED

The Railway Journal wants five thousand new subscriptions this year and is willing to pay railway men good commission to help get these new men on our list. We want a good live hustler at every railway terminal point. Write in for particulars and sample copies. No doubt there are hundreds of men on your system that will subscribe through you if you ask them to. You make good money and help your fellow workmen to get a live paper to read at a nominal

Fossil Energy Program

MASTER

Survey of Industrial Coal Conversion Equipment Capabilities: Valves

4/9

FIRM NAME/ADDRESS/PHONE	YEAR PRESENT FIRM ESTABLISHED	SURVEY DATE
Crosby Valve & Gage Company 43 Kendrick Street Wrentham, MA	1871	7-6-77
	CONTACTS: NAME/TITLE/PHONE T. H. Teplow, Executive Vice President (617) 384-3121	

FORMER FIRM NAME, IF ANY, AND YEAR ESTABLISHED
The Ashton Valve Company - 1871
Crosby Steam Gage & Valve Company - 1874

PARENT COMPANY
Crosby Valve & Gage Company

VALVE PLANT LOCATIONS	NUMBER OF EMPLOYEES	PLANT FLOOR SPACE
Wrentham, MA Houston, TX	535	Approx. 225,000 Sq. Ft.

BRIEF STATEMENT AS TO STANDARD VALVE PRODUCTS

Safety, safety relief and relief valves from 1/2" screwed inlet to 18' flanged inlet sizes. Pressure ranges to 15,000 psig. Temperature ranges from -450F to 1000F. Orifice areas from .015 sq. in. to over 200 sq. in. Both spring loaded and pilot operated. Also furnish rupture disc pressure relieving devices.

BRIEF STATEMENT AS TO DEVELOPMENTAL AND TESTING CAPABILITIES

Engineering Department numbers over 100 people. See list of test facilities attached.

REMARKS: COMMENTS OF FUTURE PRODUCT LINES THAT MAY BE AVAILABLE BY 1982?, BY 1987?

* LIST NAME AND ADDRESS AS YOU WOULD LIKE TO HAVE LISTED IN THE FINAL REPORT

Crosby Valve & Gage Company
43 Kendrick Street

City of Cambridge

Property Map for 161 FIRST ST.

July 15, 2018



City of Cambridge
Massachusetts

1" = 686 ft

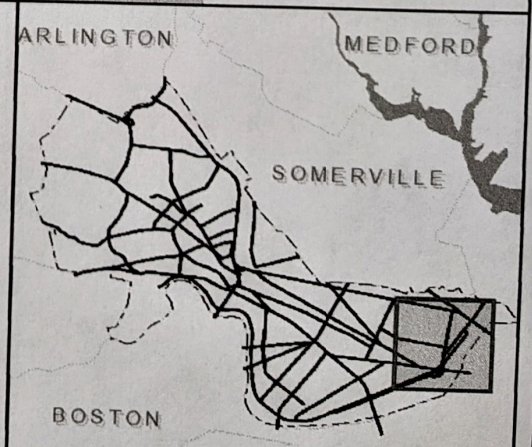
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www.cambridgema.gov/gis

- Rail
- Road Centerline Cityscale

Paved Surfaces

- Paved Roads
- Bridges
- Unpaved Roads
- Unpaved Parking
- Sidewalks
- Driveways
- Alleys
- Other Paved Surface
- Public Footpath

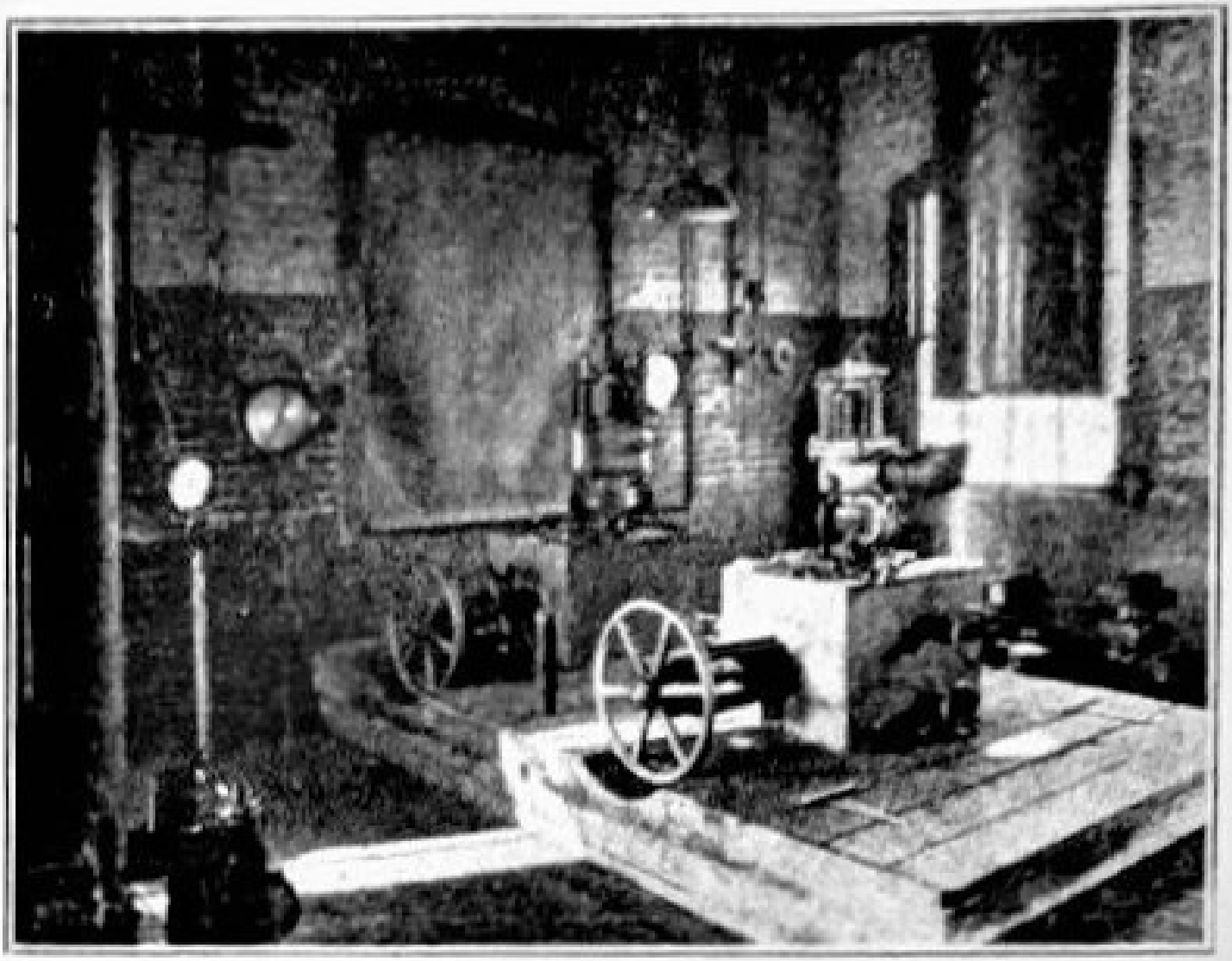



CONSTRUCTION
PERSONNEL ONLY
HARD HATS &
SAFETY GLASSES
REQUIRED
THEY WANT TO BE
JUST LIKE YOU -
BE SAFE
First St
Binney St


CAUTION
JLG LIF



sure. On the opposite side of the testing room and also in the boiler room are other wheels of large diameter, connected to large valve used for capacity tests on line from boiler drum to testing drum, by shafts and gears for emergency use in case of accident to testing drum or its connections. Chain and air hoists



TESTING ROOM—ASHTON VALVE CO.

conveniently located aid in handling valves on and off the stands.

By the adoption of these modern methods in making and testing their products, the Ashton Valve Co., are able to offer to the trade the best there is to be made by any firm. No gage is turned out without

161 First St. No. 33402

Owner: Ashton Valve Co. No Plan Filed

Mech : Same Feb. 28, 1931

Arch : not given

Alter: Replace door with window and window with door in manufacturing bldg.

Permit signed by
E. S. Judkins
161 First St.

$200.00

CITY OF CAMBRIDGE

Loc. 161 First St. Permit No. 63786

Owner: Nicholson & Co. Date: SEP 28 1964

Arch: Priggen Steel Bldgs. Co.

Cont; " " " " "

Descr. Construct type 4 warehouse building

Permit signed by: Arthur S. Karol

PLAN IN BIN NO. 369 $ 40,000.

CITY OF CAMBRIDGE

Loc. 161 1st Street Permit No. 72254

Owner: Nicholson Date: MAY 10 1974

Arch:

Cont; Charles J. Lavoie

Descr. Alter- block up windows with masonry

manufacturing

Permit signed by: Charles Lavoie

Plans Bin 434 $ 400.

CITY OF CAMBRIDGE

Loc. 161 First Street Permit No. 02837

Owner: Date: SEP 2 1 1982

Arch:

Cont; Beckwith Elevator Co.

Descr. Repair elevator

Permit signed by: Francis Burke

$ 250.

CITY OF CAMBRIDGE

Loc. 161 First St. Permit No. 040903

Owner: Lotus Development Date: 4-8-86

Arch: --

Cont; Veigas Architectural Prod.

Descr. Place 2 signs per attached drawings

Comm/Signs

Permit signed by: Whitney Dev.

FORM IS 9 Street $ 4,531.85

CITY OF CAMBRIDGE

Loc. 161 First Street Permit No. 48491

Owner: Nicholson & Company Date: NOV 3 1948

Arch:

Cont; Vappi & Company Inc. Mfg.

Descr. Erect metal canopy 40' long to extend 5' out from building where trucks unload.

Permit signed by: Ambrose Burton
240 Sidney St. Cambridge

$ 700.

CITY OF CAMBRIDGE

Loc. 161 First Street Permit No. 7,9814

Owner: Nicholson Bldg. Date: 4-28-82

Arch:

Cont; Sidney Kumins

Descr. Remodel building into office space as per plans - Bin #440

office- remodel

Permit signed by: ~~Sidney Kumins~~

Plan Bin #440 $ ~~35,000.~~ 350,000

CITY OF CAMBRIDGE

Loc. 161 First Street Permit No. 02846

Owner: Sid Kumins Date: OCT 20 1982

Arch:

Cont; Beckwith Elevator Co.

Descr. Convert freight elevator to passenger

Permit signed by: Ronald Mollins

$ 43,300.

CITY OF CAMBRIDGE

Loc. 161-179 First St. Permit No. 47840

Owner: Nicolson Glue Company Date: JUN 9 1948

Arch:

Cont; David L. Sliney Office

Descr. Install office partitions

Permit signed by: David L. Sliney
21 Hillside Rd. Watertown

B 131 PLAN IN BIN NO.-144 • 1200.

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161 First St. #32268

Owner- Ashton Valve Co. (Plan filed)

Mech- Coulson, William Co. Nov. 5, 1929

Arch- Kendall, Franklin

Alter- Build awning over main entrance and enclose stairs at first floor, and replace wire partition now in place.

Application signed by: William Coulson Co.
238 Main St.

PLAN IN BIN NO.- 64 $750

CITY OF CAMBRIDGE

Loc. 161 First Street Permit No. 81185

Owner: Nickelson Building Assoc. Date: APR 15 1983

Arch:

Cont; Minton Building Corp.

Descr. Interior Office renovations. Drywall partitions, electrical, Plbg. Air Cond. mostly cosmetic work

business- alter

Permit signed by: Gary Taylor

15995

Plans Street Bin $ 650,000.

CITY OF CAMBRIDGE

Loc. 161 First St. Permit No. 020147

Owner: GRAHAM GUND ARCH. Date: 2-1-90

Arch: Owner

Cont; NORTHERN CONNECTIONS CORP.

Descr. SATELLITE ANTENNA INSTALLATION.

COMM/new

Permit signed by: SCOTT FULLER

FORM IS 9 $ 3,000

CITY OF CAMBRIDGE

Loc. 161 First St. Permit No. 48472

Owner: Nicholson & Company Date: OCT 28 1948

Arch:

Cont; F. S. Payne Co. Storage & Mfg.

Descr. Furnish and install one electric freight elevator.

Plan bin 149.

Permit signed by: F. S. Payne Company
75 Richdale Ave. Cambridge

B 131 $ 9535.

CITY OF CAMBRIDGE

Loc. *161 First Street* Permit No. 83814

Owner: *Lotus Development* Date: MAY 9 1984

Arch:

Cont; *Minton Building Corp.*

Descr. *Alter - install new ext. steel stairs fro the second floor cafeteria to the ground*

office- alter

Permit signed by: *J. Taylor*

16023

FORM IS 9 $7,000.

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161 First St., 42244

Owner: Ashton Valve Co. Jan. 18,1943

Mech: J. J. Powers Co.

Arch: None

Alter toilet room, build first aid room, Mfg. $ 700.00

Permit signed by J. J. Powers Co.
238 Main St. Cambridge.

5.00 fee paid

CITY OF CAMBRIDGE

Loc. 161 First St. Permit No. 52829

Owner: Nicholson & Co. Date: NOV 20 1952

Arch: none given Storage repair

Cont; Vappi & Co.

Descr. repair end wall of storage bldg. rear see plans

Permit signed by: Ambrose Burton

B 131 $ 1,500.00


1907
THE ASHTON VALVE COMPANY
161


FRENCH






c 1907 c
THE ASHTON VALVE COMPANY
FIRST
Kendall Square

NEW YORK OFFICE	CHICAGO OFFICE	BOSTON OFFICE	PITTSBURGH OFFICE	BALTIMORE OFFICE
141 Broadway	722 Unity Bldg.	544 Tremont Bldg.	727 Park Bldg.	1412 Continental Trust

CHAS. A. DODGE — CHAS. L. WILLIAMS

C. A. DODGE & CO.

Builders

8 BEACON ST., BOSTON, MASS.

TELEPHONE,
HAYMARKET 772

MASTER BUILDERS'
ASSOCIATION

REFERENCES:

BUILDING	LOCATION	ARCHITECT
Horticultural Building	Boston, Mass.	Wheelwright & Haven
Tennis & Racquet Club	Boston, Mass.	Parker & Thomas
Porcillian Club	Cambridge, Mass.	Peter & Rice
Newbury Building	Boston, Mass.	Bowditch & Stratton
Broomfield Building	Boston, Mass.	Bowditch & Stratton
A. D. Club	Cambridge, Mass.	Parker & Thomas
Brown Estate Building	Boston, Mass.	Allen & Collens
Ashton Valve Building	Cambridge, Mass.	Densmore & LeClear
N. Y., N. H. & H. Locomotive Shops	Readville, Mass.	F. K. Irwin, Engineer

Densmore and LeClear

From Wikipedia, the free encyclopedia

Densmore and LeClear was an architecture firm based in Boston, active from 1897 through 1942.



Paine Furniture Building, Boston, 1914

The founding principals were Edward Dana Densmore (1871 - 1926)[1] and Gifford LeClear (1874 - 1931) in 1897, organizing as an engineering firm. Both were engineering graduates of Harvard University, and LeClear returned to Harvard as a lecturer and professor. With the addition of Henry C. Robbins in July 1914, another Harvard-trained architect, the firm was known as **Densmore, LeClear and Robbins**.

Their designs include:

- Paine Furniture Building, 75-81 Arlington Street, Boston, Massachusetts, 1914
- Vose & Sons Piano Company Building, Wooley Avenue, Watertown, Massachusetts, 1922, later converted to Watertown Arsenal Building #39
- Egleston Theatre, 3091 Washington Street, Jamaica Plain, Massachusetts, 1926 (razed 2003)[2] [3]
- Salada Tea Company Building, 330 Stuart Street, Boston, 1927[4]
- Waban Branch Library, 1608 Beacon Street, Newton, Massachusetts, 1929
- New England Telephone and Telegraph, 6 Bowdoin Square, Boston, 1930
- Metropolitan District Commission Headquarters, 20 Somerset Street, Boston, 1930[5]
- Bangor Telephone Exchange Building, Bangor, Maine, 1931
- First Church of Christ, Scientist, Newton, Massachusetts, 1940
- ASHTON VALVE CO. 161-169 FIRST ST, CAMBRIDGE, MA. 1907

References

1. Edward Dana Densmore (https://eng.archinform.net/arch/73488.htm) at the archINFORM database. Retrieved 10 July 2011.
2. http://cinematreasures.org/theater/18829/ accessed 11/7/10
3. http://www.jphs.org/locales/2005/9/30/egleston-square-by-richard-heath.html accessed 11/7/10
4. AIA Guide to Boston By Susan Southworth, Michael Southworth, page 138
5. https://www.cityofboston.gov/environment/pdfs/mdc_06.pdf accessed 11/7/10

Retrieved from "https://en.wikipedia.org/w/index.php?title=Densmore_and_LeClear&oldid=668136993"

Categories: Architecture firms based in Massachusetts

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(Designed Ashton Valve Bldg in Cambridge, MA)

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- First Church of Christ, Scientist, Newton, Massachusetts, 1940
- ASHTON VALVE CO. 161-169 FIRST ST. CAMBRIDGE MA 1907

Work done by owners	46
Buildings torn down	16
Returned to health office	8
With the board for the condemnation of unsanitary buildings	10
Actions pending	8
Received too late for action this year	14

"There were sixteen cases where houses were connected to sewer and water by this office under contract, at a cost of $2,434.75, leaving a balance of the allotment of $65.25.

"I call attention to the large proportion of cases where work was done by the owners after papers were referred to this office for action. This was directly due to the particular attention paid to this part of the work and was the result of many conferences with owners and agents."

The "Nuisance Act" and its workings will be described in a forthcoming issue of this paper.

H. B. Davis.

Washington, D. C.

Careful Attention to Factory Sanitation

By James S. Cassedy

The Ashton Valve Company, of Boston, has recently had plans made for the construction of a new factory building and the provisions made for the comfort and sanitation of the working force are so good that I want you to know about them. The new building is located at East Cambridge, Mass., and the building will consist of a basement and three floors, the main floor being 200 feet by 50 feet, with an addition at the rear 77 feet by 100 feet. The engineers are Densmore & LeClear, 15 Exchange street, Boston, through whose

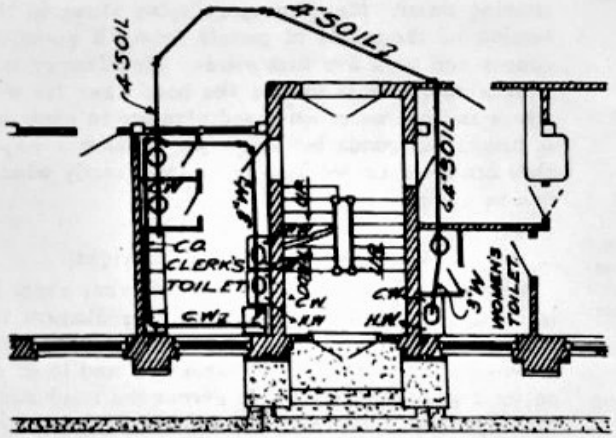


Figure 2. Toilet room for clerks and women, located on the main floor in the new factory of the Ashton Valve Company, at East Cambridge, Mass.

courtesy I am permitted to send to you the plans showing complete sanitary arrangements for the new factory, which is now in course of construction. The plans were prepared by the engineers, and I have had the privilege of discussing them with the engineers and the owners. The plans have been approved by the board of health, and the building is now in course of construction.

The building will be of brick and steel construction, and will be used for the manufacture of valves. The basement will be used for storage, engine room, pump room, and foundry. Outside of the curb line is an 8-inch tile pipe to the main sewer, and at a point within five feet of the building line this connects with the main drain, which is of 8-inch iron, and just within the building, in a manhole with a cast iron cover, is a running trap into which there is led a 6-inch soil pipe, a 4-inch rain conductor pipe and a 6-inch rain conductor pipe. The main drain is laid in a trench 18 inches deep by 36 inches wide, which is reduced to 12 inches by 14 inches, giving complete access to the main drain along two

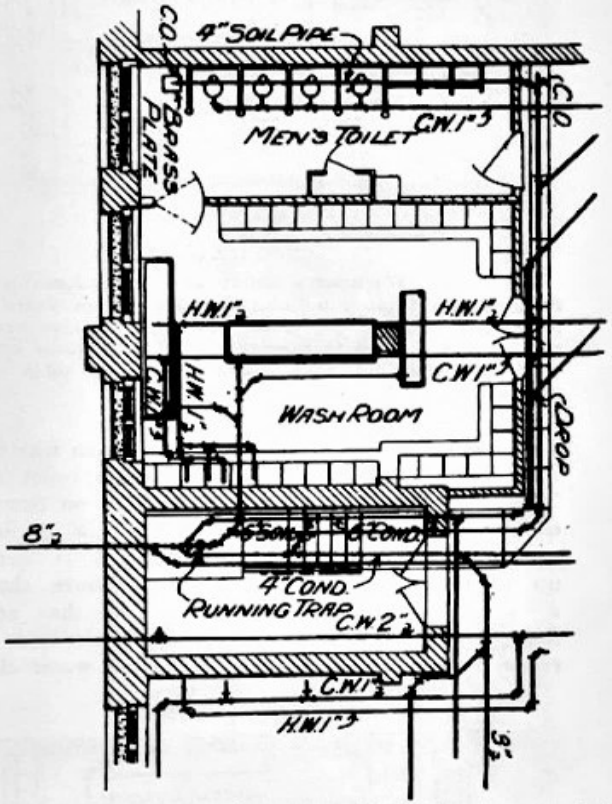


Figure 1. Men's toilet and washroom in the new factory of the Ashton Valve Company, at East Cambridge, Mass. Note locker arrangements in the washroom; and manhole containing main trap, receiving conductor pipes and main house drain; main drain is in an accessible trench.

sides of the toilet room. In the men's toilet room there are four individual closets and three urinals which are supplied by a 1-inch cold water pipe, and which waste to a 4-inch soil pipe ending with a cleanout with opening covered by a brass plate. In the wash room are wash sinks supplied with 1-inch cold water and 1-inch hot water, and around two sides of the room are lockers.

On the first floor, directly above the wash room shown in figure 1, is the clerks' toilet, shown in figure 2, which contains two lavatories, a urinal and two closets. The urinal and lavatories waste by a 3-inch pipe which connects into a 4-inch soil pipe which takes

carpenter shop, pattern shop, stock room and tool room. On this floor there is also a toilet room for workmen which contains three closets and three urinals wasting into a 4-inch soil pipe. There is adjoining this a wash room with a wash sink supplied by 1-inch hot

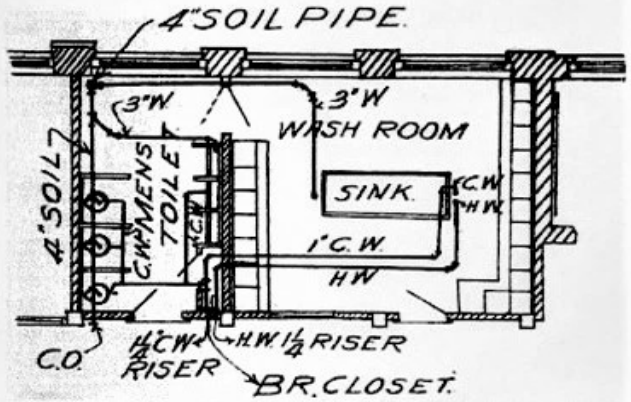


Figure 3. Workmen's toilet and washroom on main floor of new factory building for the Ashton Valve Company, East Cambridge, Mass. Note that risers are carried to floors above in a brick shaft; wash sinks supplied with cold and hot water; lockers on two sides of the washroom.

water and 1-inch cold water, with a 3-inch waste running to the 4-inch soil pipe from the toilet room. There are also lockers for the workmen on two sides of this room. The riser for cold water is 1¼ inches and for hot water 1¼ inches, and is brought up to this floor and to the floor above through a shaft with brick walls. On the second floor, which is given up to machine work, is a toilet room, shown in figure 4, containing five water closets

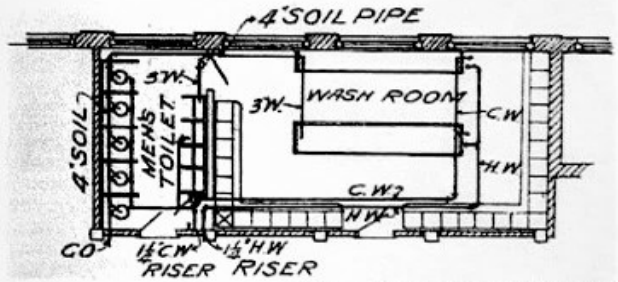
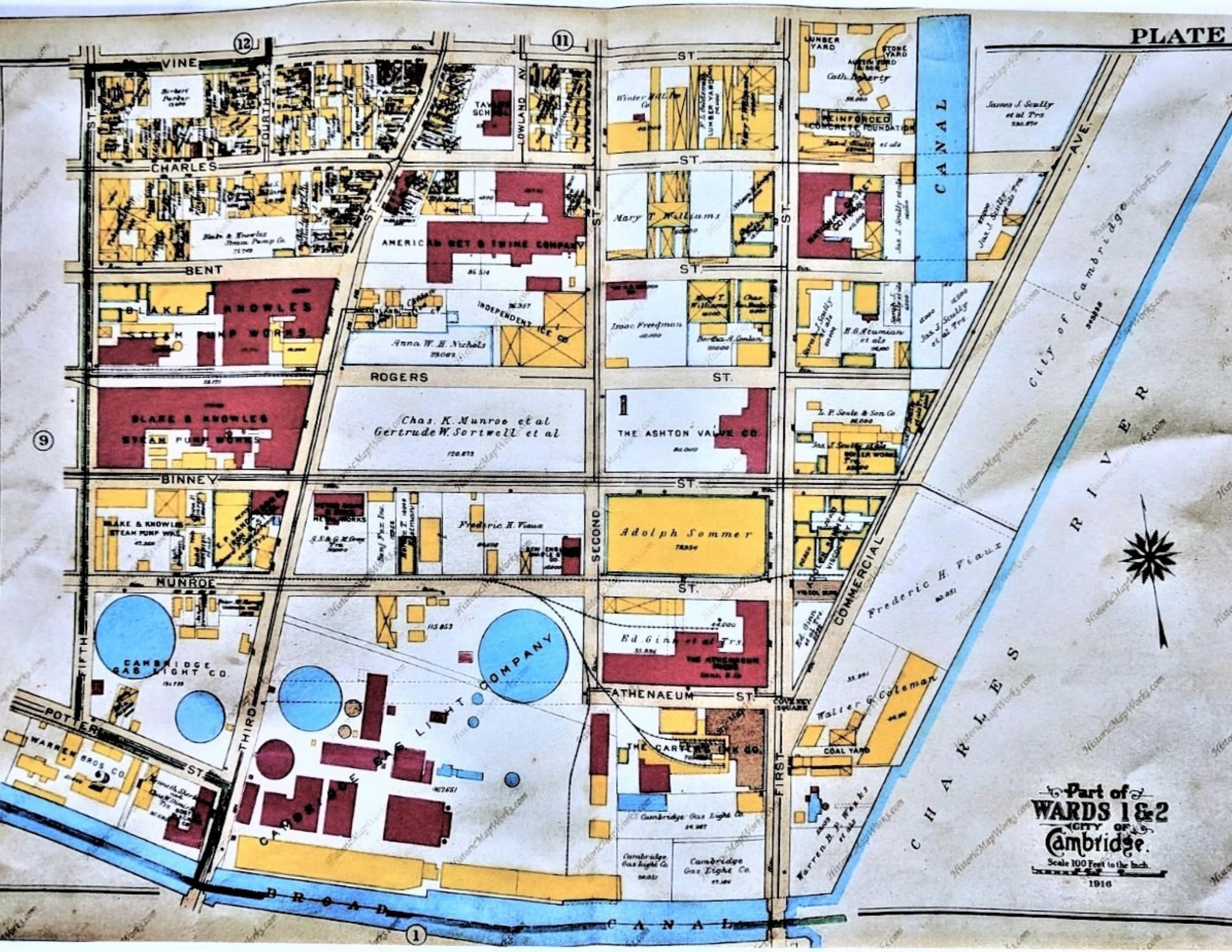


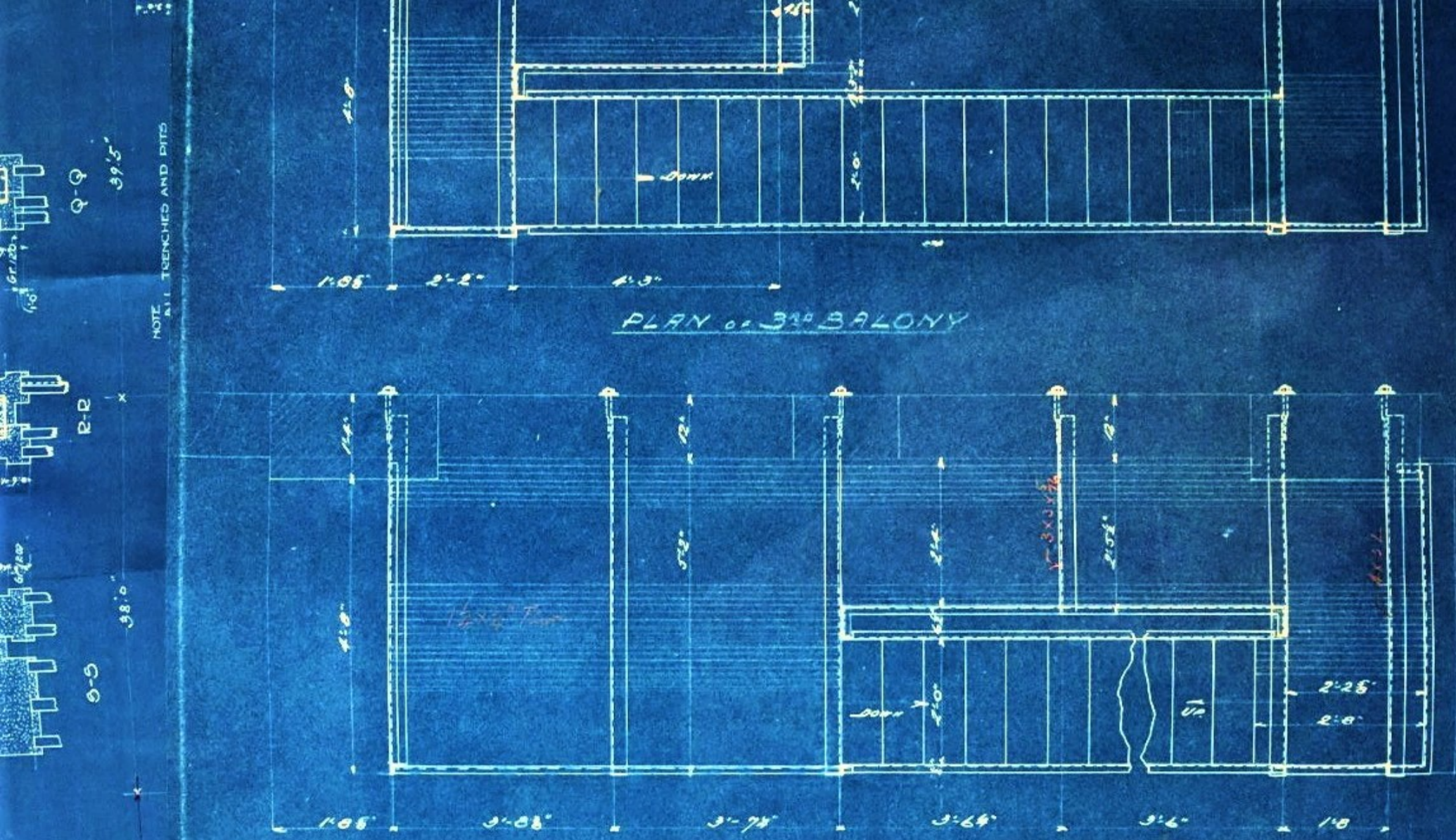
Figure 4. Workmen's toilet and washroom on second floor of new factory building for the Ashton Valve Company, East Cambridge, Mass.; note two wash sinks, each fourteen feet long, supplied with hot and cold water; lockers on three sides of the room.

wasting into a 4-inch soil pipe, four urinals wasting through a 3-inch pipe, and adjoining this room is a wash room with two wash sinks, each 14 feet long, supplied with hot and cold water, with lockers on three sides of the room.

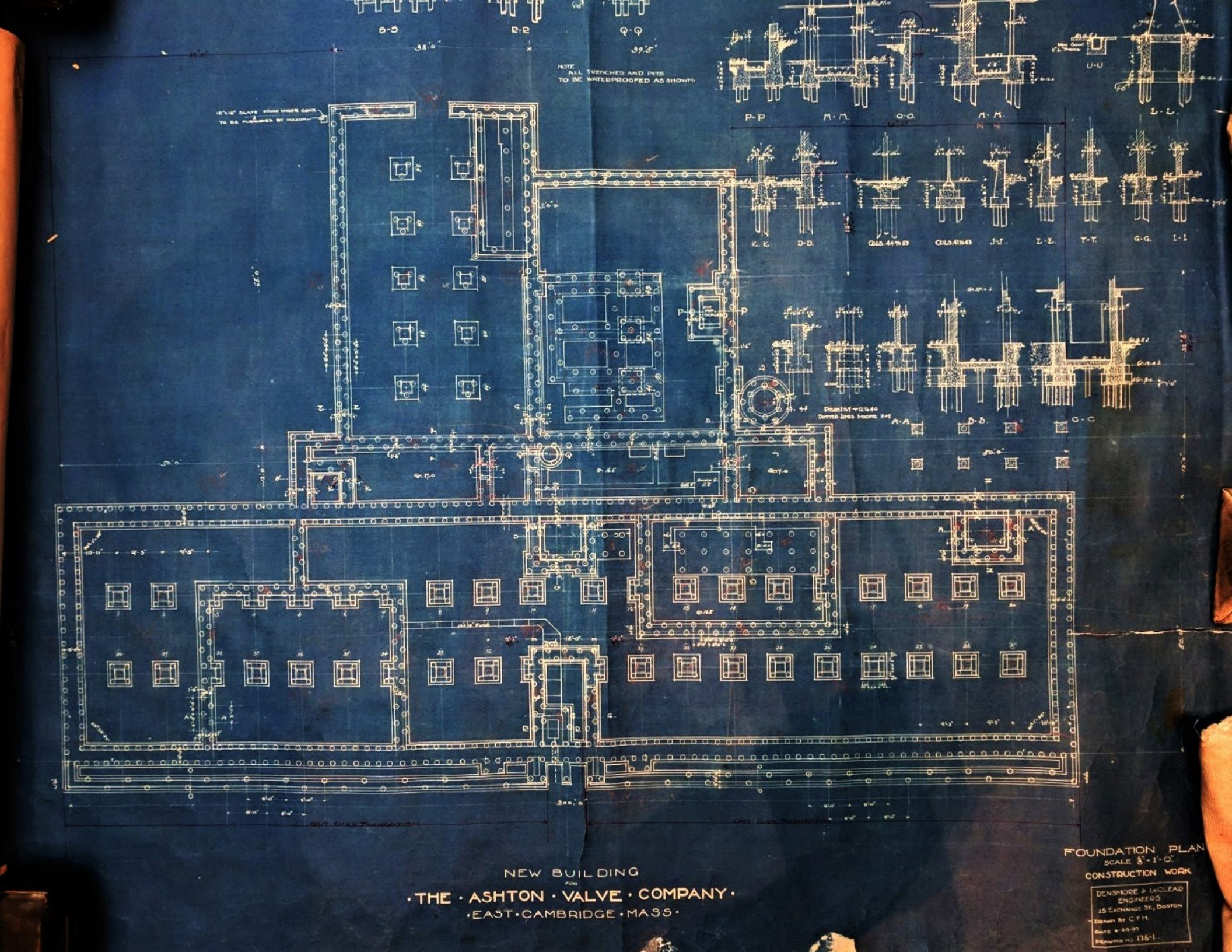
A Dreadful Dilemma.

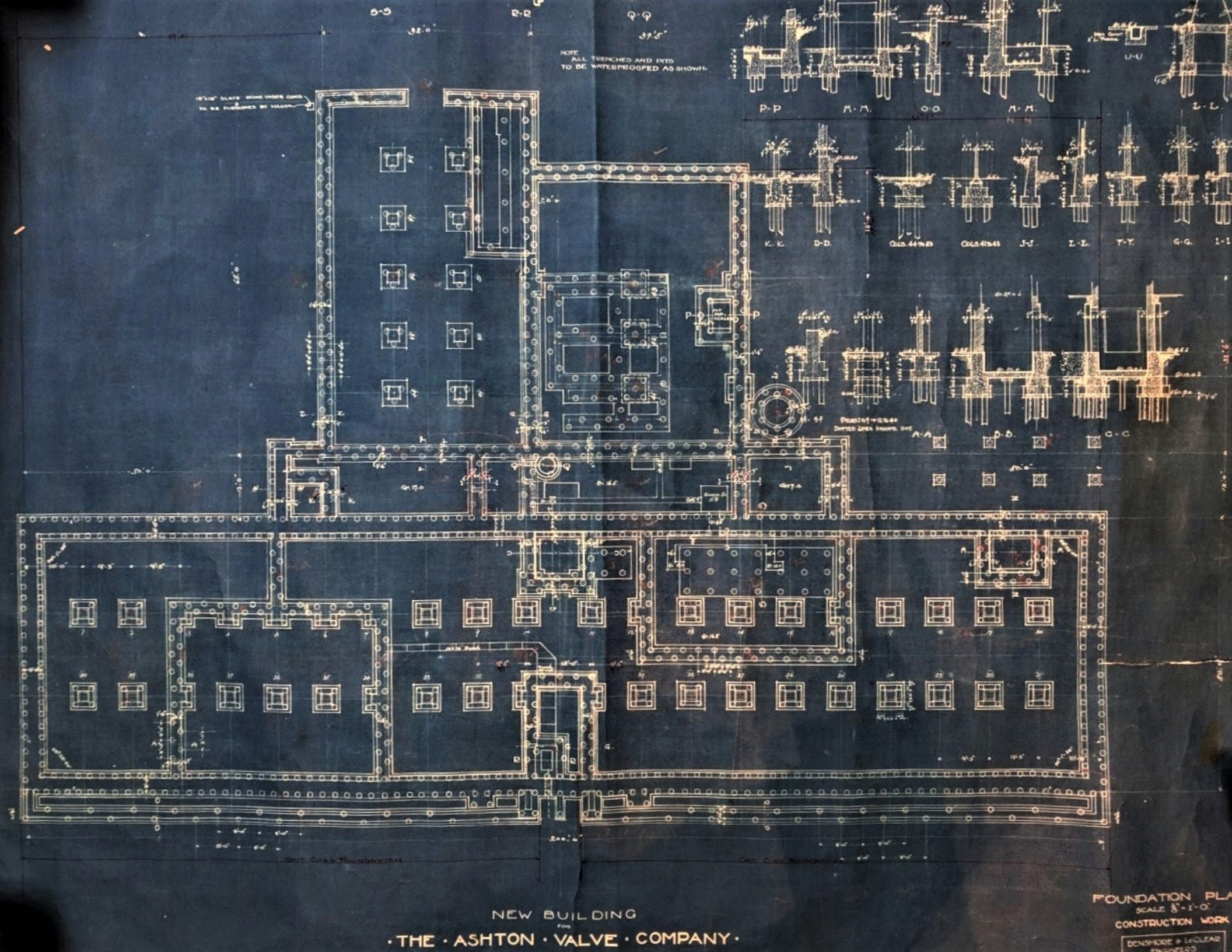

PLATE
VINE
CHARLES
BENT
ROGERS
BINNEY
MUNROE
POTTER
ST.
FOURTH ST.
LOWLAND AV.
THIRD
FIFTH
SECOND
FIRST
COMMERCIAL
ATHENAEUM ST.
CANAL
AVE.
RIVER
CHARLES
BROAD CANAL
LUMBER YARD
STONE YARD
REINFORCED CONCRETE FOUNDATION CO.
AMERICAN NET & TWINE COMPANY
BLAKE & KNOWLES STEAM PUMP WORKS
INDEPENDENT ICE CO.
Anna W. H. Nichols
Mary T. Williams
Isaac Freedman
Chas. K. Munroe et al
Gertrude W. Sortwell et al
THE ASHTON VALVE CO.
L. P. Soule & Son Co.
H. G. Atumian et als
Jas. J. Scully et al Trs
James J. Scully et al Trs
Adolph Sommer
Frederic H. Viaux
Ed. Gink et al Trs
THE ATHENAEUM
CAMBRIDGE GAS LIGHT CO.
WARREN BROS. CO.
THE CARTER'S INK CO.
Cambridge Gas Light Co.
Walter G. Coleman
COAL YARD
Warren B. P. Works et al
City of Cambridge
Part of
WARDS 1 & 2
CITY OF
Cambridge.
Scale 100 Feet to the Inch.
1916

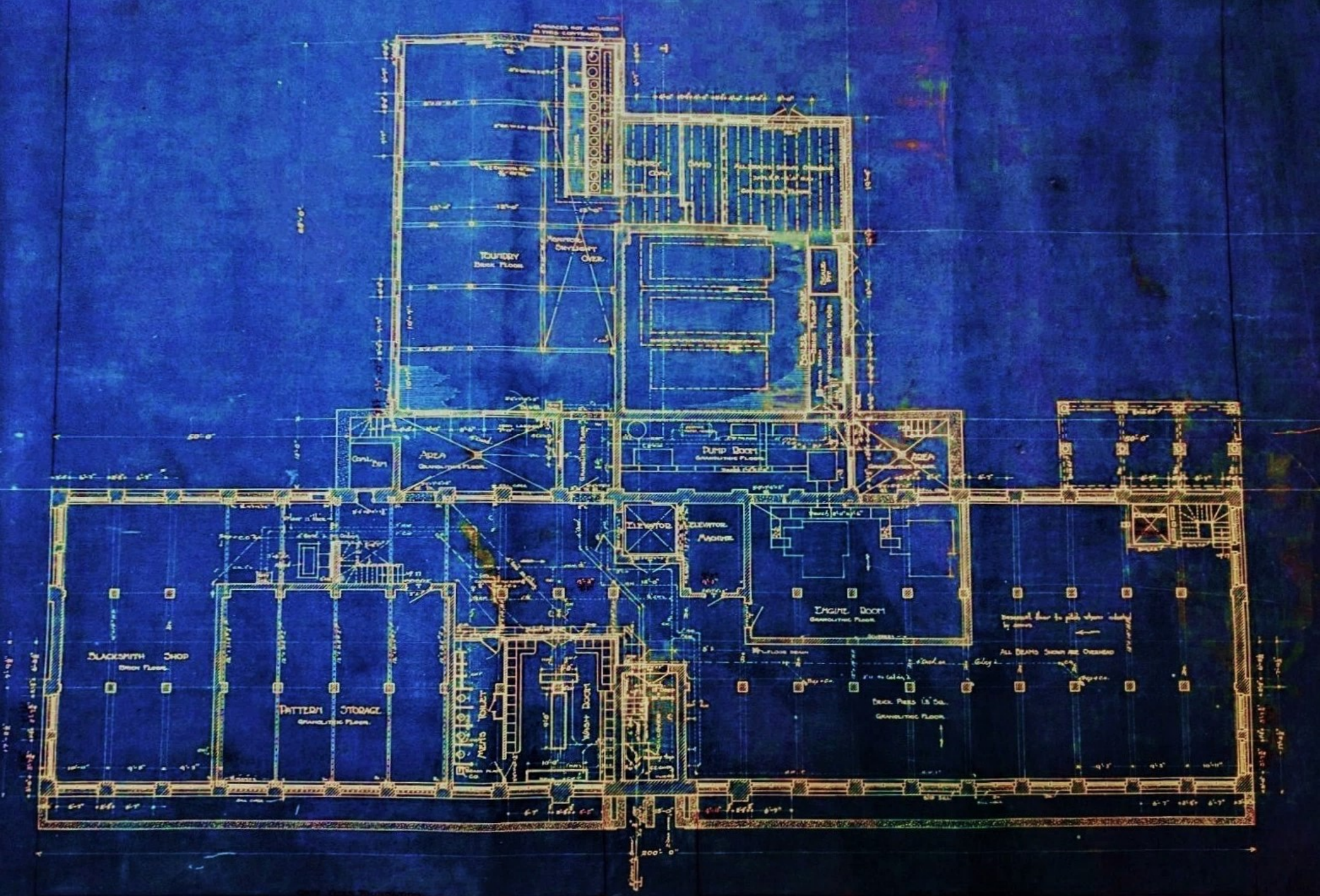
PLAN OF 3RD BALONY



PLAN OF 2ND BALCONY


NOTE
ALL TRENCHES AND PITS
TO BE WATERPROOFED AS SHOWN.
P-P
M-M.
O-O
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K-K.
D-D.
J-J.
I-I
A-A
B-B.
C-C
NEW BUILDING
FOR
·THE · ASHTON · VALVE · COMPANY·
·EAST·CAMBRIDGE·MASS·
FOUNDATION PLAN
SCALE 8"-1'-0"
CONSTRUCTION WORK
DENSMORE & LeCLEAR
ENGINEERS
15 EXCHANGE ST, BOSTON
DRAWN BY C.F.H.
DATE 4-29-03
DRAWING NO 136-1


NOTE
ALL TRENCHES AND PITS
TO BE WATERPROOFED AS SHOWN
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J-J.
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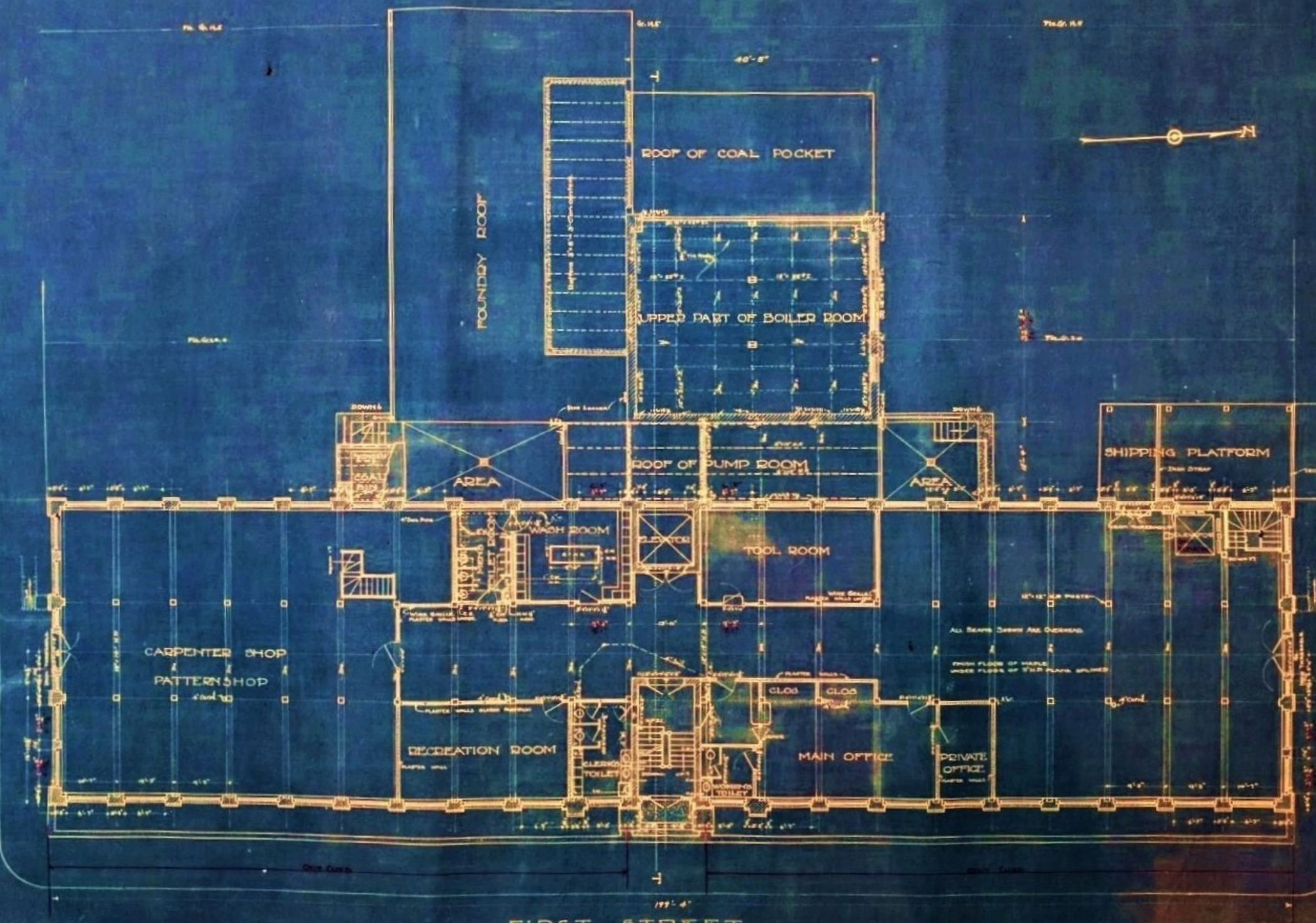


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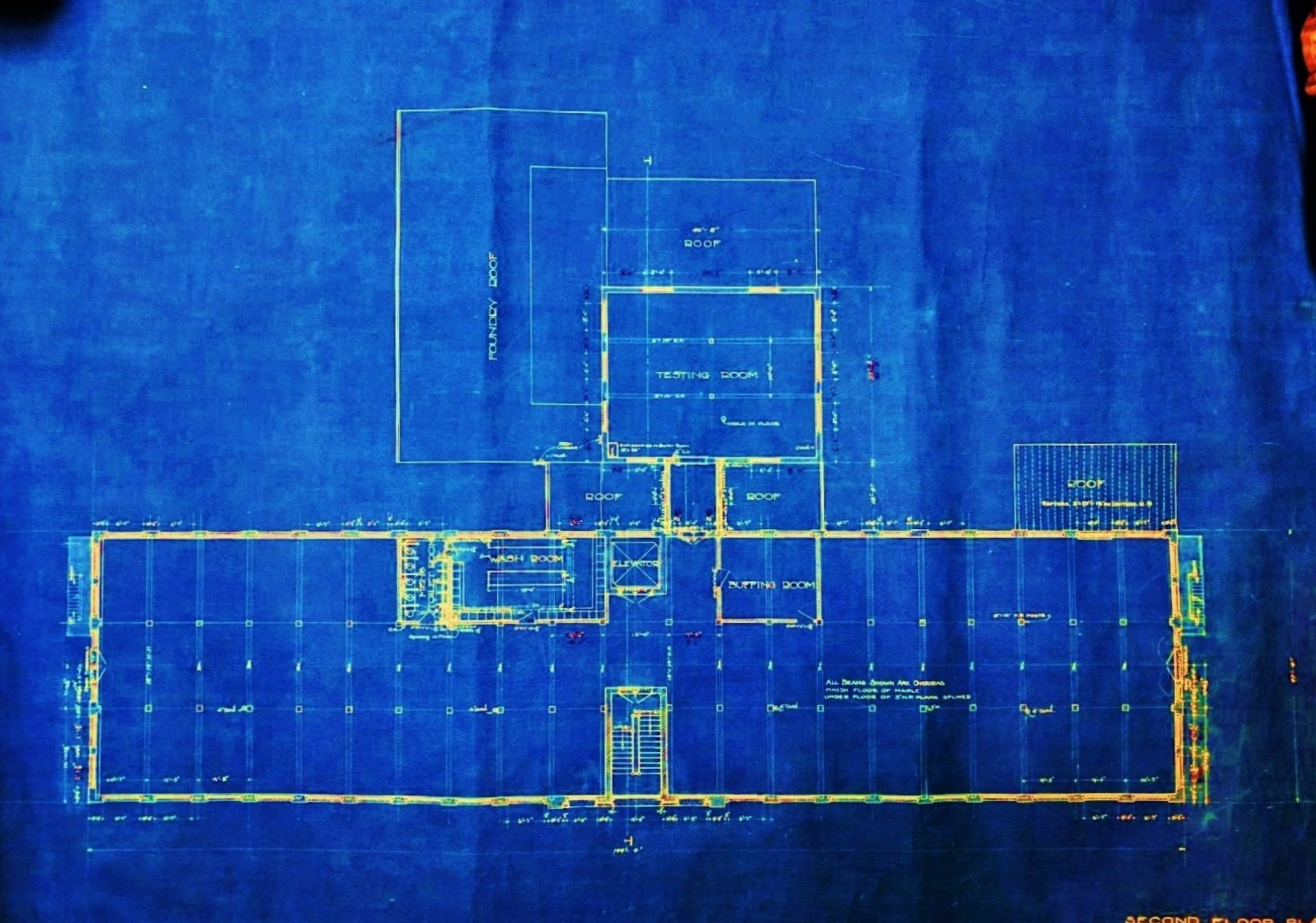
NEW BUILDING
FOR
· THE · ASHTON · VALVE · COMPANY ·
· EAST · CAMBRIDGE · MASS ·

DENSMORE &
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DATE 4-25-01

G FLAGGED PARTITIONS
T - TIN DOOR - C.O. CLEAR OUT.



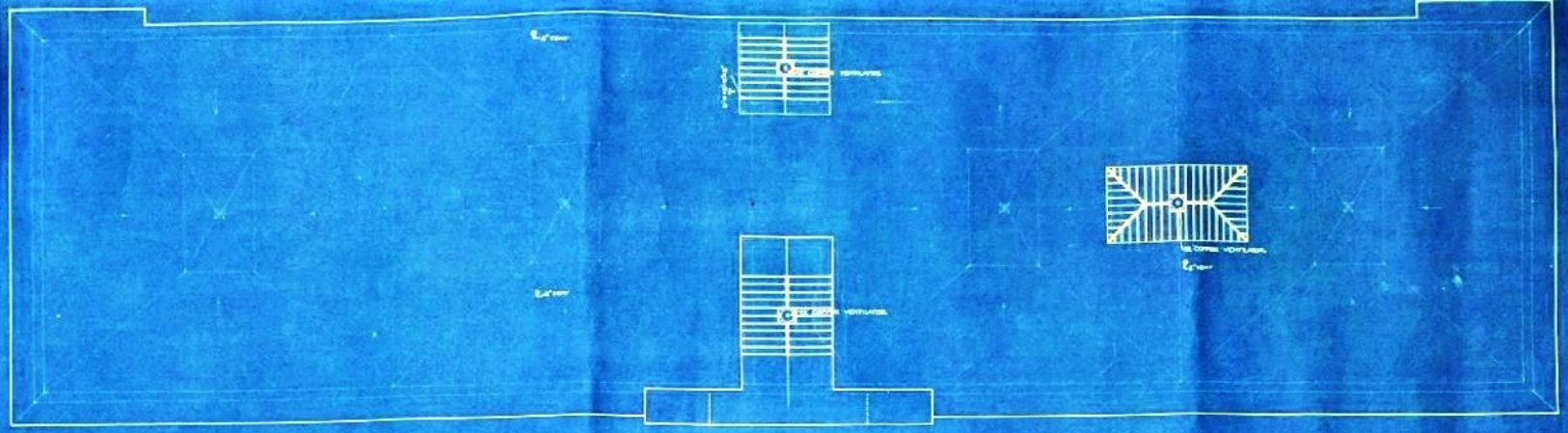
NEW BUILDING
FOR
· THE · ASHTON · VALVE · COMPANY ·
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NEW BUILDING
FOR
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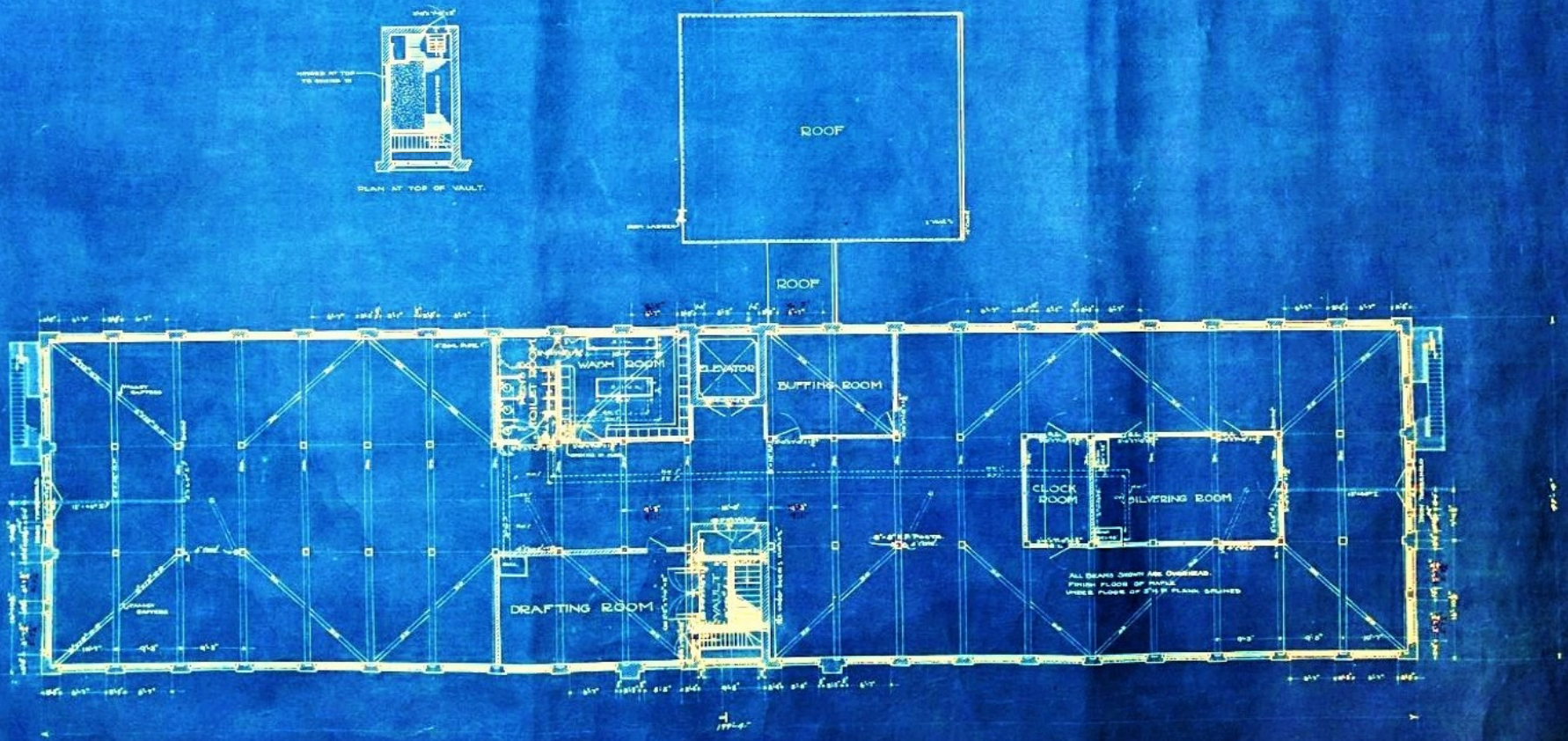
SECOND FLOOR PLA
SCALE 1/8" = 1'-0"
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DENSMORE & LECLEAR
ENGINEERS
15 EXCHANGE ST., BOSTON
DRAWN BY C.F.H.



ROOF PLAN.

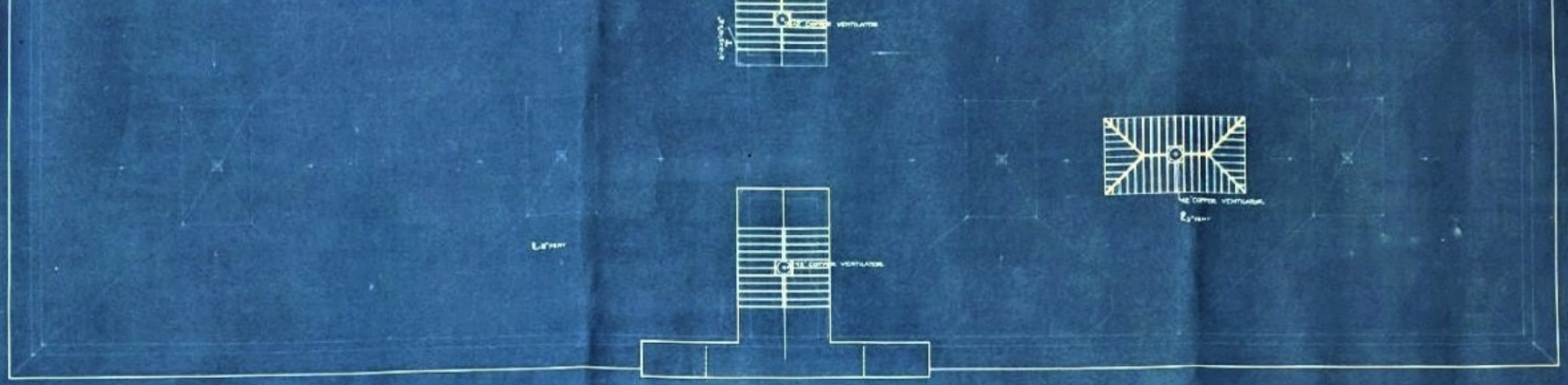
PLAN AT TOP OF VAULT.



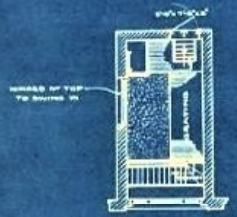
NEW BUILDING
FOR
· THE · ASHTON · VALVE · COMPANY ·
· EAST · CAMBRIDGE · MASS ·

THIRD FLOOR PLAN
SCALE 1/8" - 1'-0"
CONSTRUCTION WORK

DENSMORE & LeCLEAR
ENGINEERS
15 EXCHANGE ST., BOSTON
DRAWN BY C.F.H.
DATE 4-26-23
DRAWING NO. 176-5



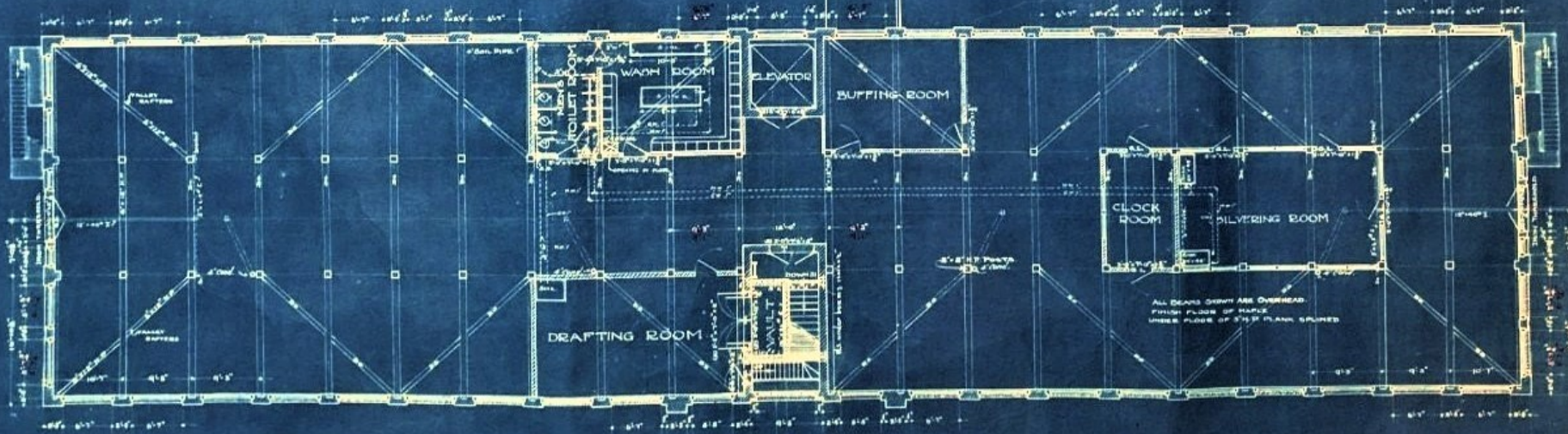
ROOF PLAN.



PLAN AT TOP OF VAULT.



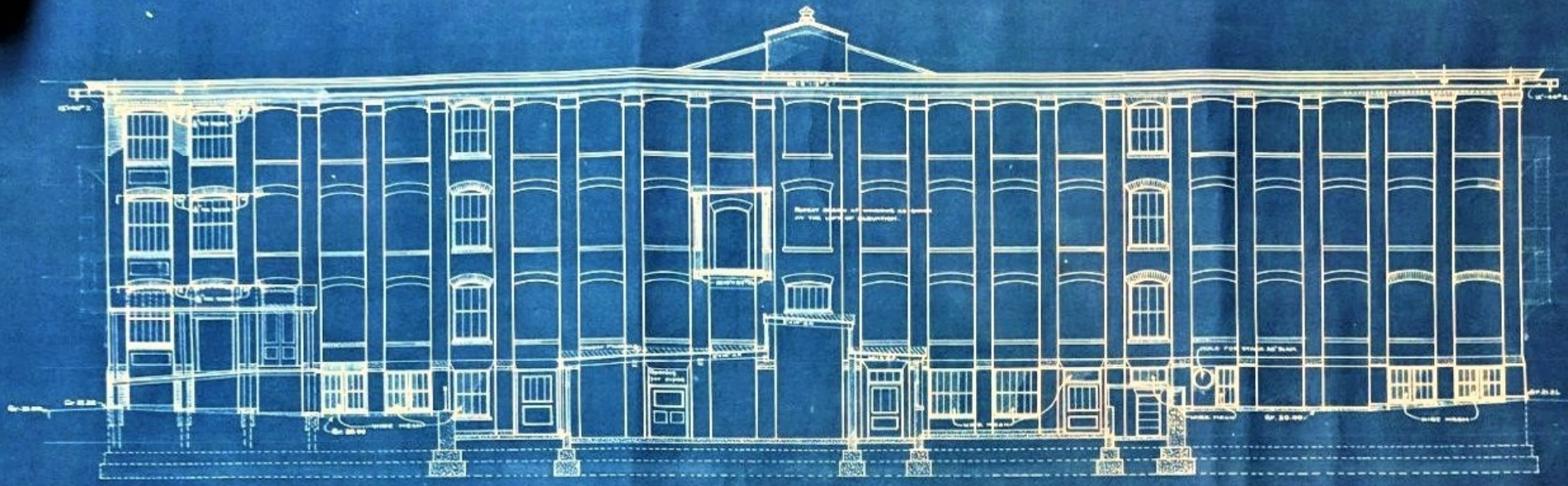
ROOF



THIRD FLOOR PLAN
SCALE 1/8" = 1'-0"
CONSTRUCTION WORK

NEW BUILDING
FOR
· THE · ASHTON · VALVE · COMPANY ·
· EAST · CAMBRIDGE · MASS ·

DENSMORE & LeCLEAR
ENGINEERS
13 EXCHANGE ST., BOSTON
DRAWN BY C.F.H.



WEST ELEVATION



EAST ELEVATION

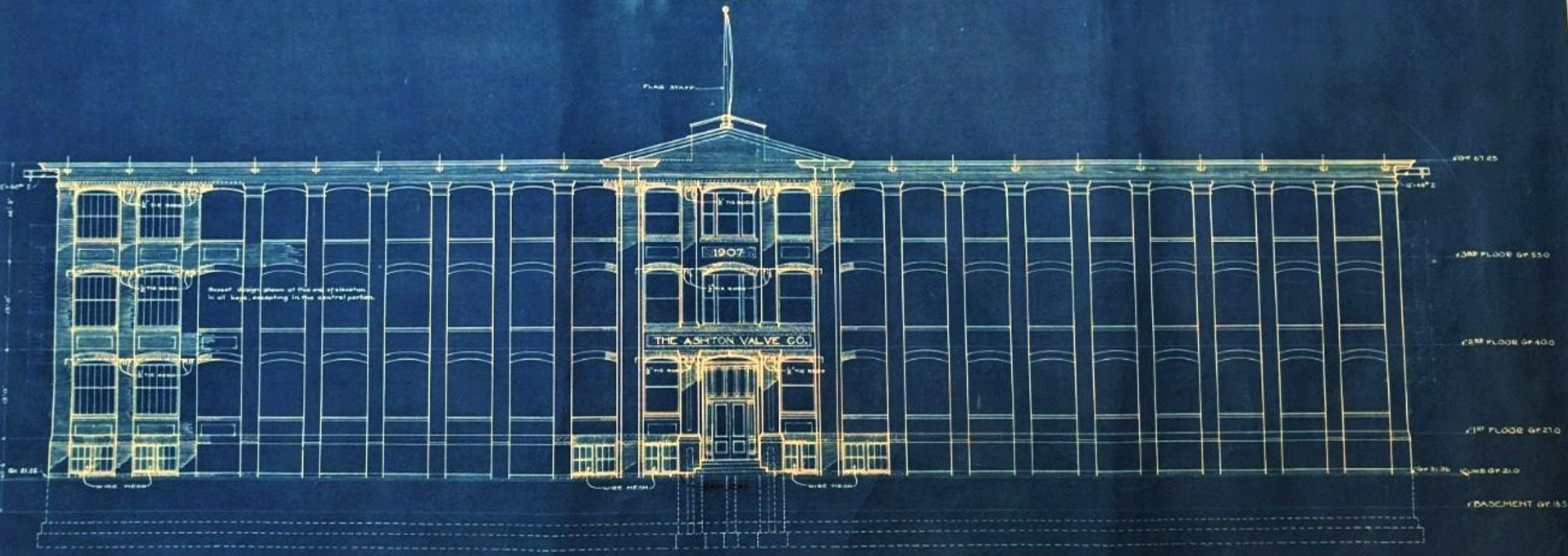
NEW BUILDING
FOR
· THE · ASHTON · VALVE · COMPANY ·
· EAST · CAMBRIDGE · MASS ·

E. & W. ELEVATIONS
SCALE 3/8" = 1'-0"
CONSTRUCTION WORK

DENSMORE & LECLEAR
ENGINEERS
15 EXCHANGE ST., BOSTON
DRAWN BY C.F.H.
DATE 4-29-07
DRAWING NO. 176-6



WEST ELEVATION



EAST ELEVATION

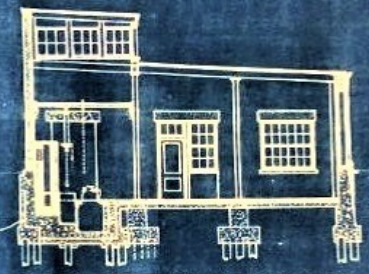
NEW BUILDING
FOR
· THE · ASHTON · VALVE · COMPANY ·
· EAST · CAMBRIDGE · MASS ·

E. & W. ELEVATIONS
SCALE 1/8" = 1'-0"
CONSTRUCTION WORK

DENSMORE & LeCLEAR
ENGINEERS
15 EXCHANGE ST., BOSTON
DRAWN BY C.F.H.
DATE 4-23-17



SOUTH ELEVATION



CROSS SECTION OF FOUNDRY



NORTH ELEVATION

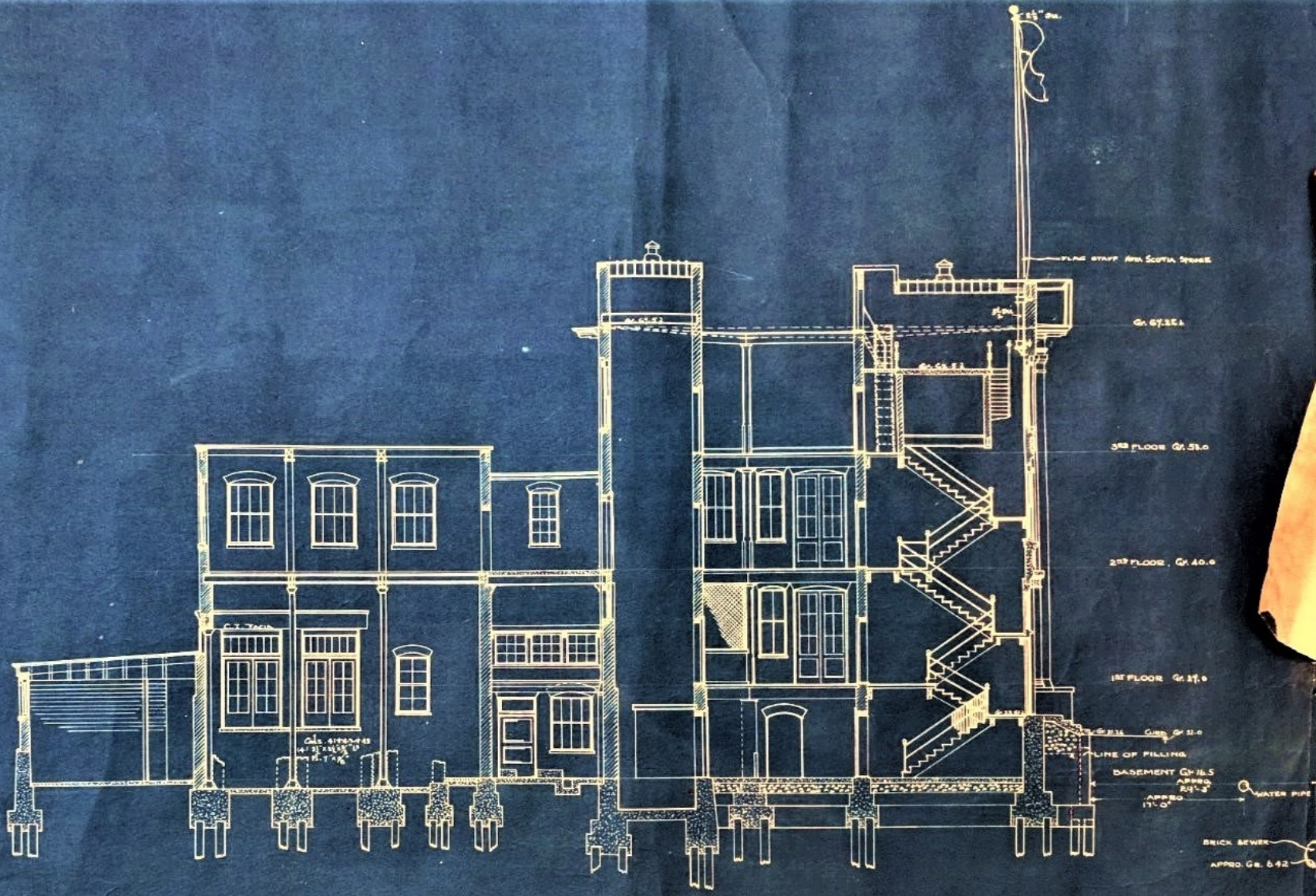


WEST ELEVATION
SHOWING BOILER HOUSE & FOUNDRY ONLY.

NEW BUILDING
FOR
• THE • ASHTON • VALVE • COMPANY •
• EAST • CAMBRIDGE • MASS •

ELEVATIONS & SECTION
SCALE 1/8" = 1'-0"
CONSTRUCTION WORK

DENSMORE & LeCLEAR
ENGINEERS
15 EXCHANGE ST., BOSTON
DRAWN BY C.F.H.
DATE 4-24-07
DRAWING NO. 176-7



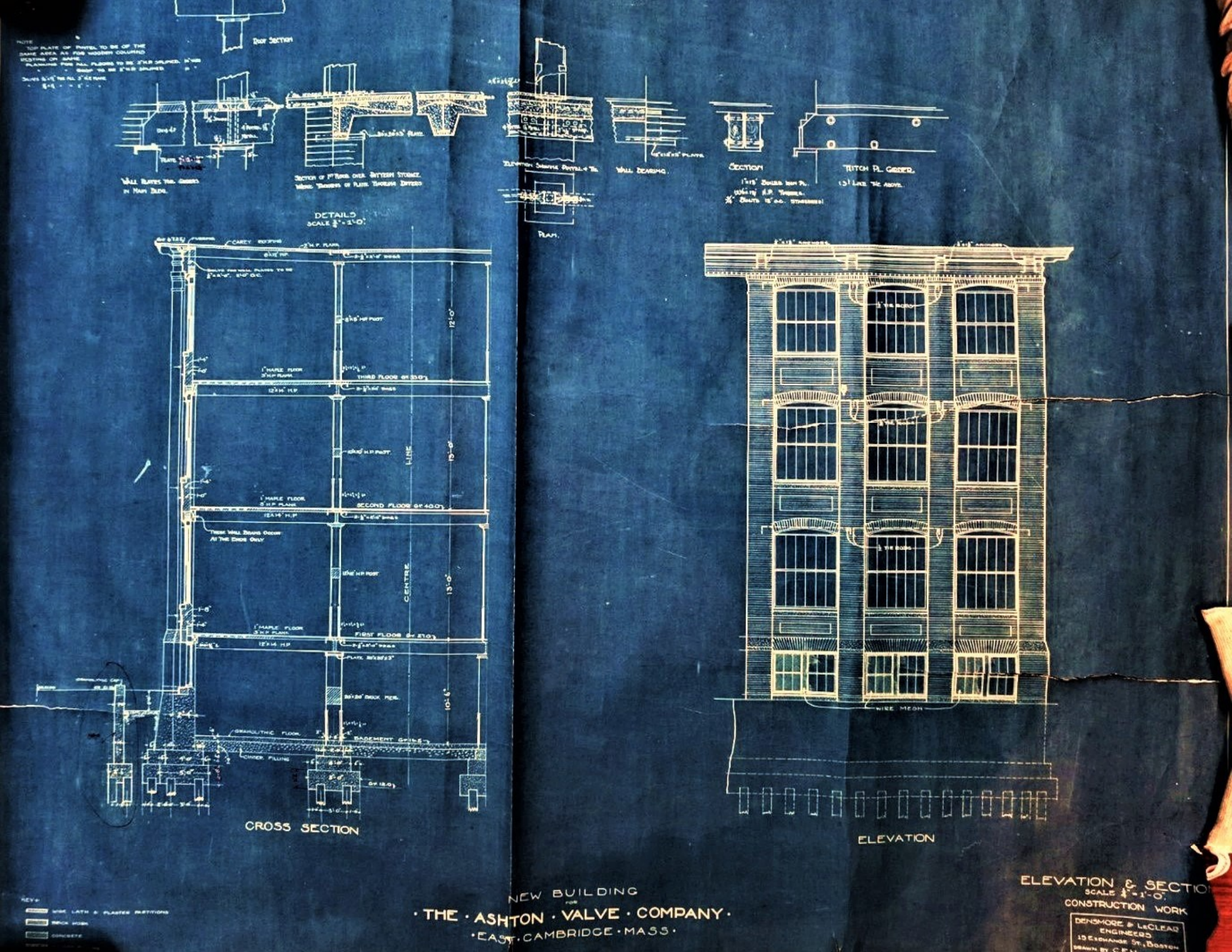
CROSS SECTION T-T

NEW BUILDING
FOR
· THE · ASHTON · VALVE · COMPANY ·
· EAST · CAMBRIDGE · MASS ·

SECTIONS
SCALE ⅛" - 1'-0"
CONSTRUCTION WORK

DENSMORE & LeCLEAR
ENGINEERS
15 EXCHANGE ST., BOSTON
DRAWN BY C.F.H.
DATE 4-24-07
DRAWING NO. 176-8

CORRECTED TO MAY 1907


DETAILS
SCALE 3/4" = 1'-0"
PLAN.
ELEVATION
CROSS SECTION
NEW BUILDING
FOR
· THE · ASHTON · VALVE · COMPANY ·
· EAST · CAMBRIDGE · MASS ·
ELEVATION & SECTION
SCALE 3/4" = 1'-0"
CONSTRUCTION WORK
DENSMORE & LeCLEAR
ENGINEERS
15 EXCHANGE ST., BOSTON



showing Pintel + Tie.



Plan.



Wall Bearing.



Section

1"x15" Boiler Iron Pl.
(2) 6"x1½" N.P. Timbers.
¾" Bolts 18" o.c. Staggered



Hitch Pl. Girder

(3) Like the above.



Elevation

New Building
for
ton · Valve · Company ·
· Cambridge · Mass ·

Elevation & Sec
Scale ¼" = 1'-0"
Construction Wor

Densmore & LeClear
Engineers
15 Exchange St., Boston
Drawn by C.F.H.
Date 4-29-07
Drawing No. 176-9

WALL PLATES FOR GIRDERS IN MAIN BLDG.

SECTION OF 1ST FLOOR OVER PATTERN STORAGE WHERE THICKNESS OF PLANK FLOORING DIFFERS

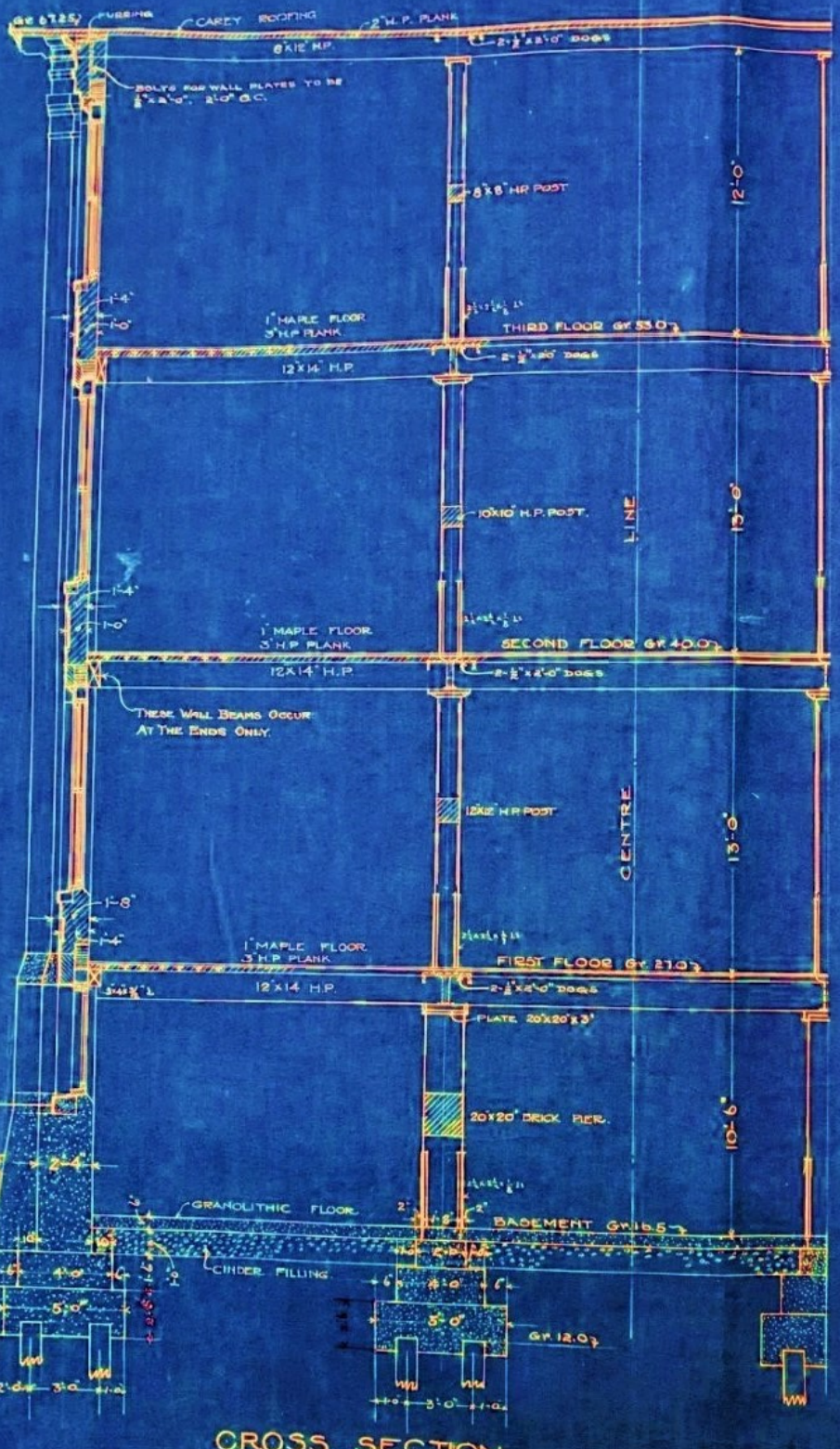
ELEVATION SHOWING PINTEL & TIE

WALL BEARING

BEAM.

DETAILS

SCALE $\frac{3}{4}$" = 1'-0"



CROSS SECTION

IRE LATH & PLASTER PARTITIONS
RICK WORK
ONCRETE
NDER FILLING

NEW BUILDING
FOR
· THE · ASHTON · VALVE · CO
· EAST · CAMBRIDGE · MASS

[Form No. 49B.]

Please fill out this blank and return ~~with plans~~ to

Charles Adams
State Inspector of Factories and Public Buildings.

Ashton Valve Co,
Room #2 State House Boston

Name of building, Ashton Valve Company Building Brick ~~or wood.~~
Town or city of Cambridge Street and number, First Street
Name of owner, Ashton Valve Co. P. O. Address, ~~Franklin St~~
Name of architect Dawson & LeClear " " 15 Exchange St Boston
First story to be used for Offices and factory Second story Factory
Third " Factory ~~Fourth~~ "
~~Fifth~~ "
~~Sixth~~ "

If a factory, state number you expect to employ or accommodate on
First floor, Males, 16 Females, 5 Second floor, males, 66 Females,
Third " " 50 " Fourth " " "
Fifth " " " Sixth " " "

MEANS FOR PREVENTING SPREAD OF FIRE.

A copy of "general specifications" for preventing spread of fire in buildings (Form No. 64C of the rules of this department) is printed on the reverse page of this form, with the sections numbered from one to fifteen, inclusive. State here, by number, what sections of said specifications are to be adopted and provided for this building. 9, 10, 11

Is there to be a hose attached to a suitable water supply on each floor above the second? Yes Or are there to be pails of water or other portable apparatus provided, and where?

Of what materials are air-ducts of any kind to be constructed? None

Name and authority of person filling this blank, Dawson & LeClear Engineers
H. C. Robbins

Received and filed this 23 day of October 1907.

Charles Adams
Inspector of Factories and Public Buildings

No. 6[illegible] Commonwealth of Massachusetts

OFFICE OF THE

CHIEF OF THE DISTRICT POLICE.

INSPECTION DEPARTMENT.

STATE HOUSE, BOSTON.

General Specifications for Means of preventing Spread of Fire in Buildings, under the Requirements of Chapter 104 of the Revised Laws, as directed by the State Inspectors of Factories and Public Buildings. Special Provision against Spread of Fire, required in Theatres, are not included in those Specifications.

1. All elevator wells and light shafts, unless built of brick, must be filled in flush between the wooden studs with fire-proof materials and lined with metal or plastered on metallic lathing, as may be directed by the inspector, and all wood-work inside of such wells or shafts, be lined with tin plate, lock-jointed.

2. Where floor beams rest on partition caps or on girders, wall girts, or on wooden sills, fill in between such beams, from the caps, girders, girts or sills, to four inches above the plaster ground solid with brick and mortar or other fire-proof material.

3. When floor beams in frame buildings rest on ledger boards, fire-stop thoroughly at each floor with brick and mortar resting on bridging pieces cut in between the studs, or, where practicable, on the ends of lining floor.

4. In brick buildings the space between the furrings on the outside walls or on brick partitions should be filled flush with mortar for a space of five inches in width above and below the floor beams of each story.

5. Where basement or other flights of stairs are enclosed by partitions of brick or wood, the spaces between the studs or wall furrings must be so fire-stopped with brick or mortar as to effectually prevent any fire from passing up between such studs or furrings back of the stair stringers.

6. The soffits of all such enclosed stairs, and also partitions on stairway side, must be plastered on metal lathing.

7. Where a building is occupied above the first floor for any purpose which renders it subject to the provisions of section 22 of chapter 104 of the Revised Laws, and the lower story is occupied for stores, or other purposes not connected with the upper floors, the stairways leading to such upper floors must be enclosed with brick walls or with wooden partitions filled solid with brick laid in mortar, or other fire-proof material, and plastered on both sides on metallic lathing, and all doors in such partitions lined with tin plate, lock-jointed.

8. All long flights of stairs to have smoke-stops in each flight, properly constructed.

9. No pipes for conveying hot air or steam can under the law be placed nearer than one inch to any wood-work unless protected to the satisfaction of the inspector by suitable guards or casings of incombustible material.

10. No wooden flue or air-duct of any description can be used for heating or ventilating purposes.

11. A space of at least one inch to be left between all wood-work and the chimneys, also around all hot-air, steam and hot-water pipes; these spaces around chimneys and pipes, where they pass through floors, to be stopped with metal or other fire-proof material, smoke-tight. Steam and hot-water pipes to have metal sleeves and collars.

All channels and pockets for gas, water and soil-pipes to be made smoke-tight at each floor.

12. The space around all metal or brick ventilating ducts must be fire-stopped at each floor with metal or other fire-proof material, as approved by the inspector.

13. All chimneys to be plastered with one good coat of brown mortar, on the outside of brick-work, from cellars to roof.

14. The ceiling of furnace or boiler and indirect radiator rooms must be plastered on metal lathing. There should be not less than one foot in height of open air space between the tops of furnace or boiler casing or any smoke-pipe and the ceiling.

15. The entire cellar ceilings of schoolhouses and other buildings used for public purposes must be plastered on metallic lathing.

So much of these specifications as applies to any building should be incorporated by the architect in his specifications for said building, and the clauses therein incorporated should be indicated by their numbers in the specification filed with the inspector.

These specifications are to be followed in every building subject to the provisions of section 22 of chapter 104 of the Revised Laws, unless omitted or changed in some part by special consent of the inspector.

Other provisions than those herein specified, to prevent spread of fire, may be required by the inspector if deemed by him to be necessary.

FIRE ESCAPE

FOR

ASHTON VALVE CO.

CHARLESTOWN

809 345

FLOORING AND TREADS 1/8" & 3/16" BRASS.

PAINT ONE COAT GRAPHITE.

MAKE ONE FIRE ESCAPE AS SHOWN

" ONE " " ONE HAND




KOHLER
J.R. VINAGRO


United Rentals


Binney St
CONSIGLI


KNAACK
FRENCH




SIDEWALK SECTION CLOSED
SIDEWALK CLOSED
FIRST


FIRST ST
SIDEWALK SECTION CLOSED
JAA


FRENCH
FRENCH


United
United
JOBMASTER CHEST
KNAACK


1907
THE ASHTON VALVE COMPANY


1907
ASHTON VALVE COMPANY
161





Provide Feedback

161 First St

Property Information

Property Class	GEN-OFFICE
State Class Code	340
Zoning (Unofficial)	PUD-4B-IA1
Map/Lot	16-20
Land Area (sq. ft)	40,000

Property Value

Year of Assessment	2019
Tax District	C1
Residential Exemption	No
Building Value	$8,973,000
Land Value	$14,169,600
Assessed Value	$23,142,600
Sale Price	$10,600,000
Book/Page	45147/ 477
Sale Date	May 9, 2005
Previous Assessed Value	$23,150,100
Property Tax Amount	$326,803.60

This represents the total FY19 Real Estate Tax including the CPA Surcharge, but not including Residential Exemption or other Personal Exemptions deduction.

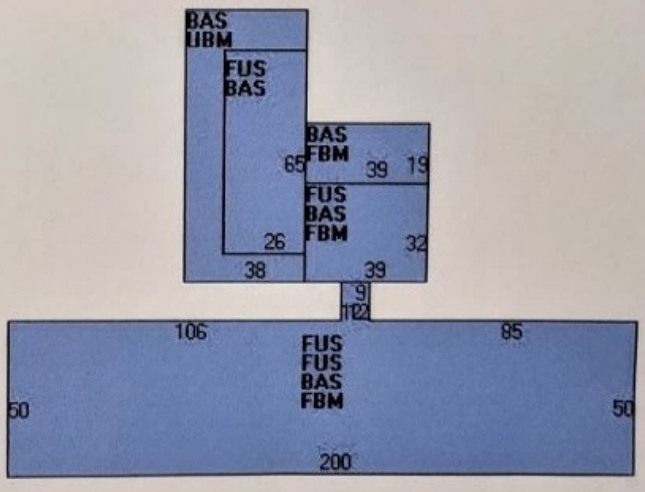
Owner Information

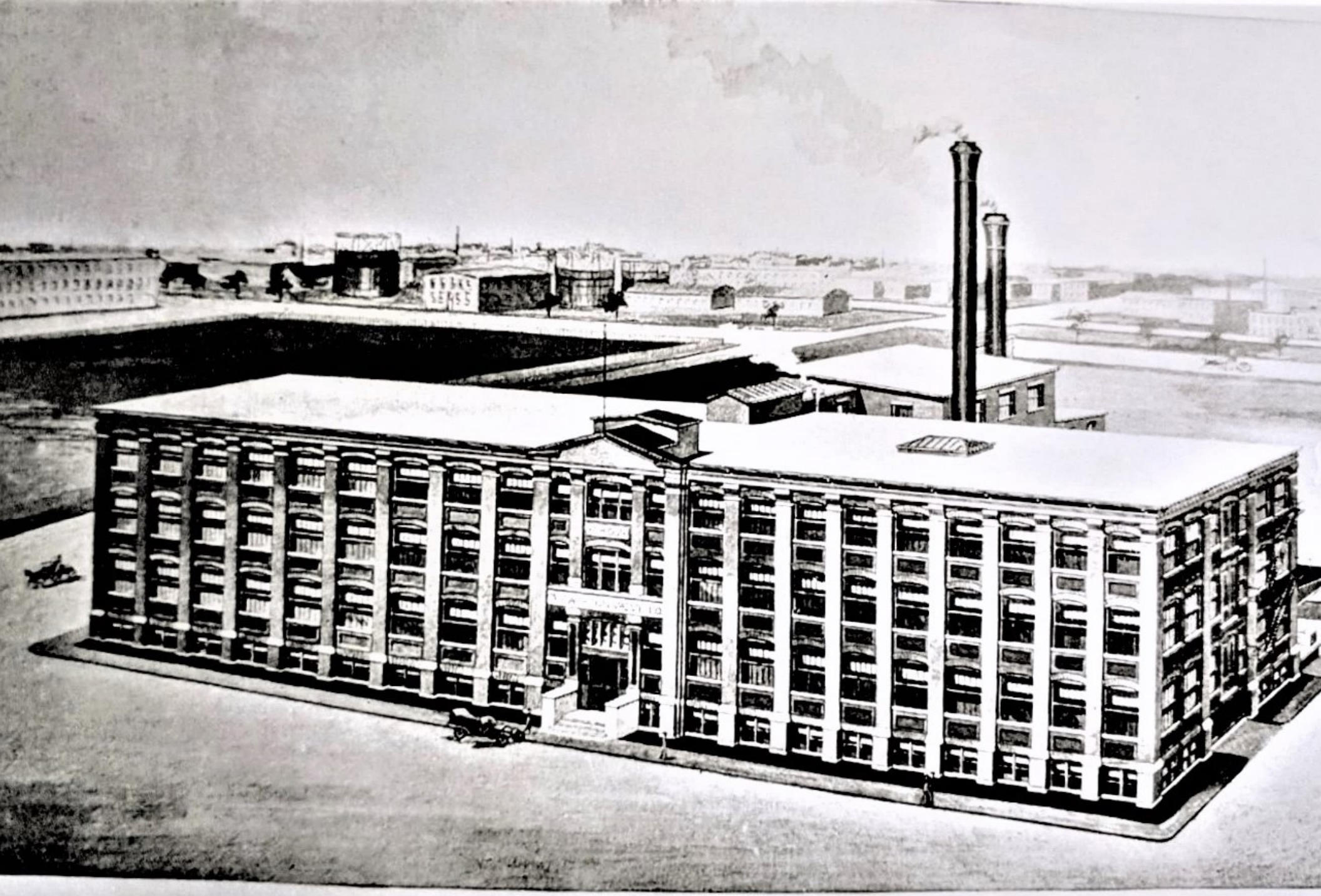
Owner(s)	ARE-MA REGION NO.21, LLC, C/O ARE-MA REGION NO. 62, LLC, 385 E. COLORADO BOULEVARD, STE #299 PASADENA, CA 91101

Photos



Sketches





Main Office and Works, 161-179 First Street, Cambridge, Mass.

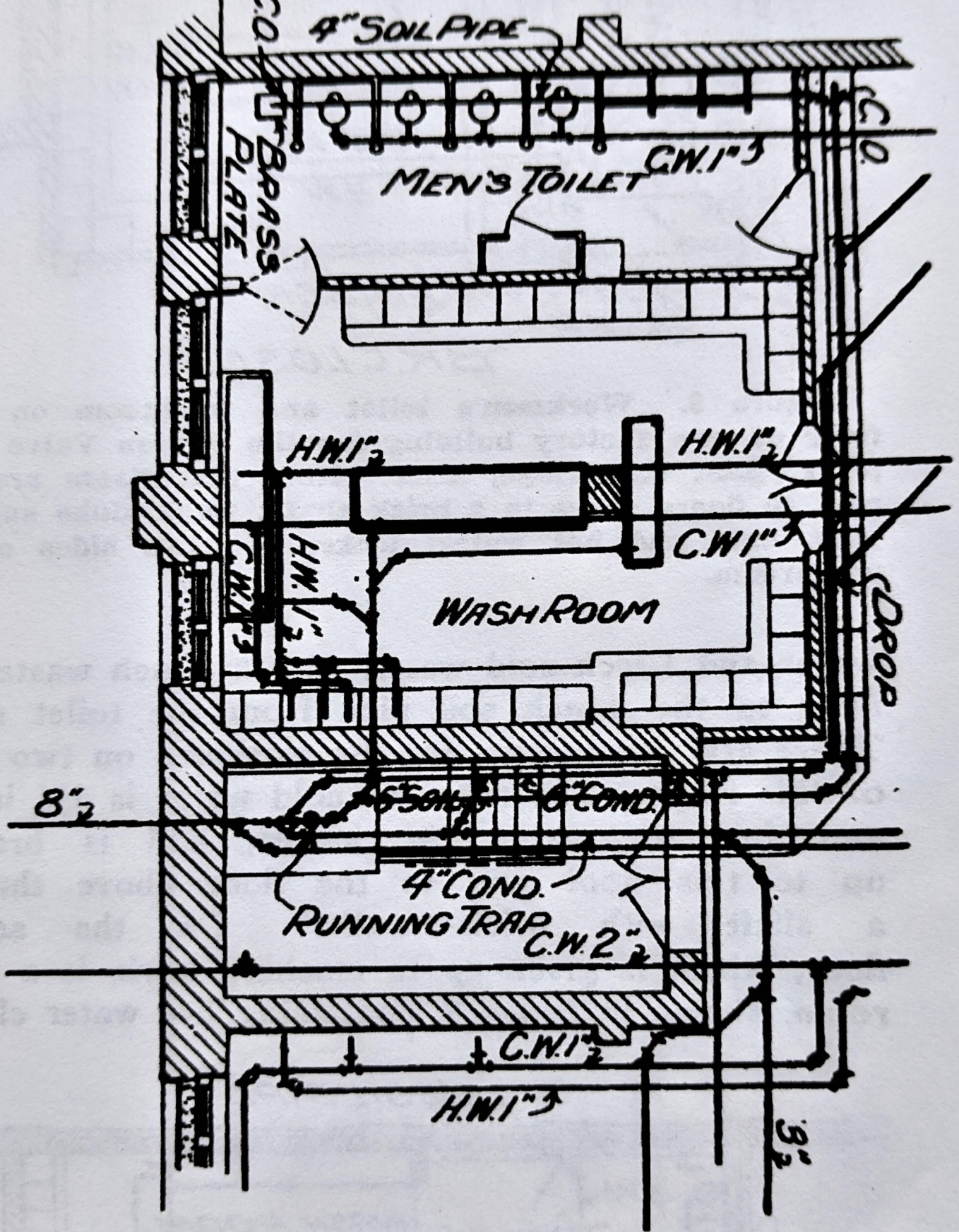
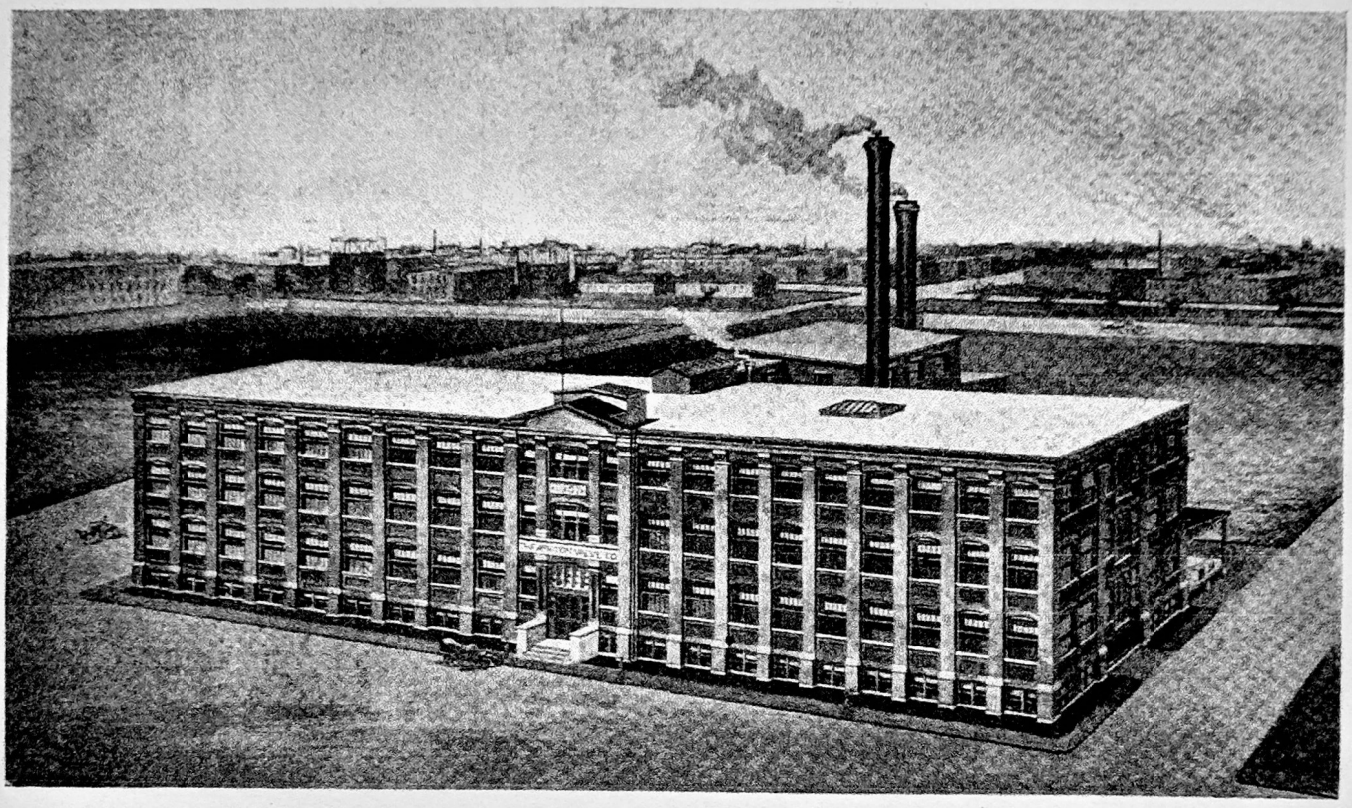


Figure 1. Men's toilet and washroom in the new factory of the Ashton Valve Company, at East Cambridge, Mass. · Note locker arrangements in the washroom; and manhole containing main trap, receiving conductor pipes and main house drain; main drain is in an accessible trench.

THE NEW PLANT OF THE ASHTON VALVE COMPANY

It will be of interest to the many friends of the Ashton Valve Co. to know that it has recently moved its factory to the new building shown in the illustration located at 169 1st St., Cambridge, Mass.

The main building is 200 ft. long and 50 ft. wide, having 3 floors and a basement. In the basement are located the fireproof storage room, blacksmith department, and general stock room for rough brass and iron castings. The office, tool room, pattern shop, and shipping department are on the first floor, while the second floor is given over to the valve manufacturing department and valve buffing room. This floor opens to the second floor of the boiler house, where the valve testing is done.



NEW PLANT OF THE ASHTON VALVE CO.

The gage making, including buffing and nickel plating, takes up the entire space on the third floor. The dimensions of the foundry are 60 by 30 ft. and that of the boiler house is 50 by 30 ft. The equipment of the boiler house, consists of 2 water tube boilers, one especially for testing purposes and capable of carrying 400 lb. steam pressure.

All the buildings are of brick and concrete, slow burning mill construction, and the machinery is driven entirely by electric motors, operated on the group drive plan. Special attention has been given to lighting in the daytime working hours, all buildings having been fitted with as many windows as strength would permit. The artificial light used during the dark hours of the day is furnished to all buildings by electricity. The company recognizes the importance of good health on the part of all employes, and has installed the most improved sanitary arrangement on a liberal scale.

The business of the Ashton Valve Co. was established in 1872, and this change of location is a positive evidence of the growth of the company. The plant of the company at 271 Franklin St., Boston, has been dismantled, but one floor has been retained for a city office.

NOTABLE GAS REGULATOR

The G. M. Davis Regulator Co. has recently made a 16-in. gas pressure reducing valve of remarkable sensitiveness, which is installed at the Joliet plant of the Illinois Steel Co., and is used for reducing the pressure of furnace gas from a main line to a lower pressure suitable for the nozzles of gas fired boilers.

The initial pressure fluctuates between 6 and 12 oz. and the delivery pressure desired is 2 oz. The design of this valve was worked out by Mr. Davis with a view of constructing as near a frictionless automatic regulator as has ever been attempted. The controlling piston operates in a mercury seal which required 60 lb. to the fluid. The weighting toggle was of the lever and ball design with hardened steel knife edge bearings riding in ground steel bushings.

The entire inner valve and seats were of the Davis standard sleeve type ground as usual to perfect contacts.

In the test at the factory, this valve was so sensitive that by drawing in and out the breath through the low-pressure conveying pipe, the valve could be operated at will.

The valve was installed in service 2 months ago and maintains constantly an unvarying pressure of 2 oz. with the initial pressure varying from 6 to 12 oz., the approximate amount of gas passing through the regulator in 24 hr. being 7,000,000 cu. ft.

In view of the large size of this valve, its sensitive and accurate regulation is remarkable and Mr. Davis feels justly proud of a successful solution of a difficult problem.

"THE MORE YOU EXPECT, the more you will get."