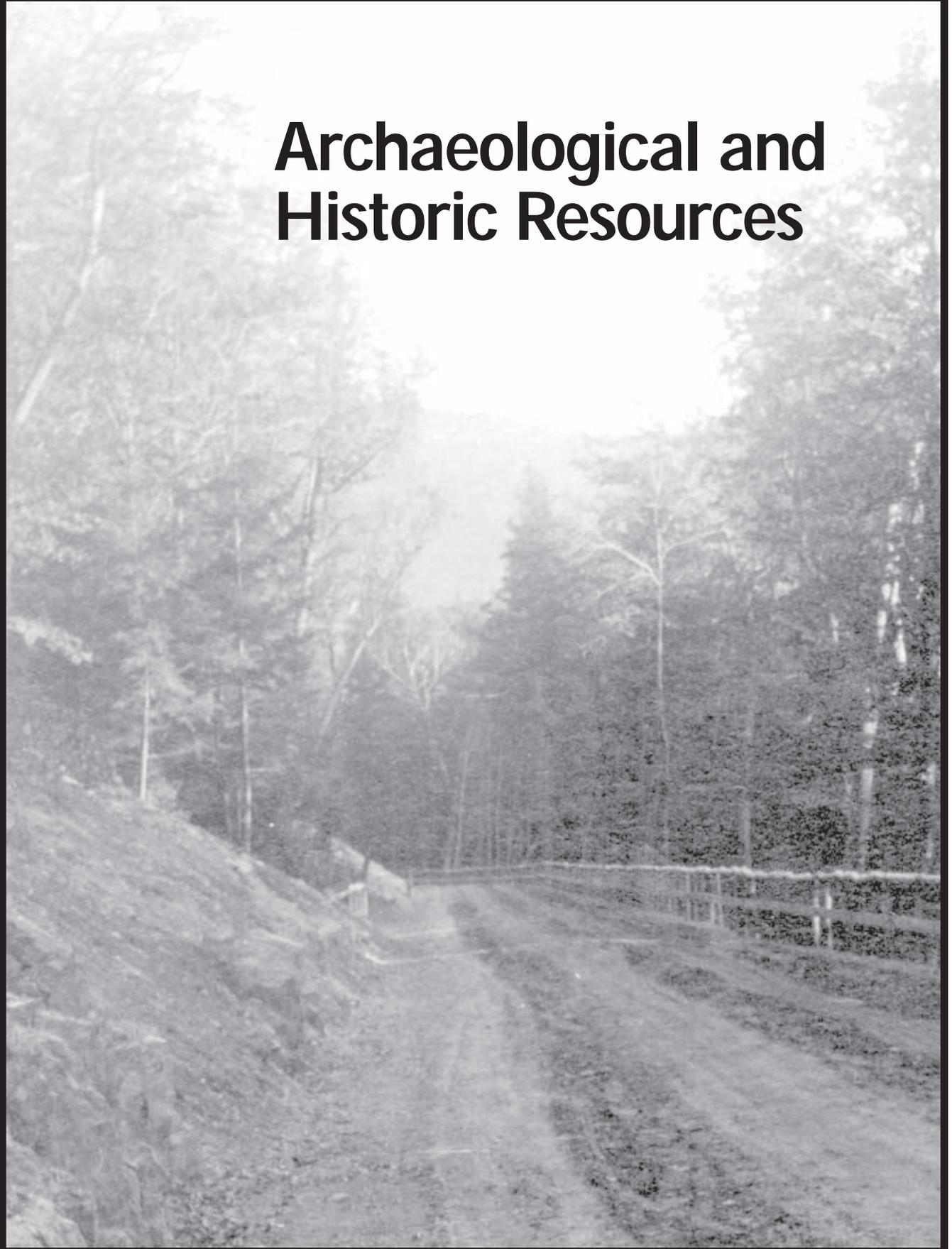


Archaeological and Historic Resources



The Mohawk Trail area is steeped in regional and local history. Native Americans occupied the area since the retreat of the last glacial ice sheets approximately 12,000 years ago. The Mohawk Trail Scenic Byway follows the east-west route used for approximately 10,000 to 12,000 years by the Native Americans to hunt, trade, and conduct war campaigns between the Hudson River and Connecticut River Valleys. In subsequent years, the European settlers used the trail for the same purposes, and eventually upgraded it to support the use of horse and cart. As the automobile increased in popularity the road was improved to better serve its use. The existing road, though officially opened as a modern highway in 1914, has only been maintained as a year round highway since the State assumed winter upkeep in the mid 1930's. Prior to that time the road was shoveled by hand and often remained closed for long periods of time during inclement weather.

The history of the Mohawk Trail Scenic Byway region is a significant component of the corridor management plan. The region's history plays an important role in understanding the unique resources of the area and preserving these assets for future residents and visitors. This chapter of the report provides insight into the development of the area prior to, during and after the construction of the Byway. This information is intended to help to tell the story of the Byway.

Archaeological Resources

Native American Use of Area

Post-glacial effects, which produced the agriculturally productive floodplain areas of the Connecticut and Hudson River Valleys, are also responsible for the more spartan or severe conditions of the uplands that lie between them. Beginning approximately 12,000 years ago the ice retreated, leaving immediately behind it a vista reminiscent of today's tundra conditions, including low shrubs. The result was an area utilized by widely distributed, thinly dispersed, and highly mobile groups of hunter/gatherers. This period is classified as Paleo-Indian and lasted from 12,000 to around 9,000 years ago.

The residents of the area during the Paleo-Indian Period were hunters of larger game such as caribou, using weapons mounted with a fluted spearpoint. Only a few artifacts of this era have been found due to the wide distribution of people. There are only four known sites for this period in Western Massachusetts. The closest one to the Byway is located in Deerfield. Most of the early sites are located in lowland regions along rivers and floodplains where food sources were close at hand. Evidence of the upland sites from this period are few due to the more limited resources of the areas at this time; however, travel through the area was probable.

More productive soils evolved naturally, and allowed for an increase in the number and diversity of the flora and fauna of the region. From the dominant, boreal type forest with little diversity, the

landscape gradually took the shape of a more mature temperate forest with an increasing preponderance of nut producing trees including oak, chestnut, and beech, providing food for many species of wildlife including deer, bear, squirrels, etc. The more diverse herbaceous level increased the foraging prospects for both animals and humans. These changes initiated the expansion of foraging societies into the upland areas. The number of prehistoric sites increased proportionately in response to the greater availability of food resources.

The period from 9,000 to 7,000 years ago, the Early Archaic, is typified by a dramatic increase in the production of nut bearing trees, with oak production tripling to about 30 percent over the previous period. The larger rivers supported a variety of fish and other aquatic species that were important food sources, particularly shad, which predictably ascend the river each spring. The Middle Archaic lasted from about 7,000 to 5,000 years ago, with the area following the general trend found in Southern New England as to the number of prehistoric sites found.

The most sites have been found from the Late Archaic period of 6,000 to 3,000 years ago. The number of artifact styles associated with this period increases and is complicated by the fact that there were three distinct cultural traditions present (Laurentian, Small Stem, and Susquehanna) during that time. The types of artifacts differentiate these cultural traditions as well as the socio-cultural traditions. It is thought that the Laurentian cultural traditions may represent a specialized adaptation by small, mobile bands to exploit the interior resources without semiannual relocations for food sources. The Small Stem cultural traditions, which may have been handed down from the Middle Archaic, most likely exploited resources on a more seasonal basis by summering near the coast and wintering in the interior. The Susquehanna cultural tradition, also considered a transitional

period, is seen more toward the end of the Late Archaic and is also considered to predominate the other two. With its introduction, the beginnings of a horticultural society emerge. All three cultures are found in the region, however the Susquehanna was very common in the Mahican-Mohawk Trail area.

Many prehistoric sites have been documented along the Byway, though not all have complete information. Artifacts for several of the sites have been lost and/or the period of occupation is not known. In order to protect the sites, only general descriptions and locations are included in this report. There are four prehistoric sites located in Shelburne. One of the sites has been dated to the Early Woodland period, around 2,500 years ago. This site produced several quartzite flakes (used to make other tools) and 1 quartzite core from which flakes had been struck. Also recovered from this site were 11 grit-tempered potsherds (pottery fragments) and 5 fire-cracked rocks, indicating a prolonged habitation during this period. Another site, located in a rock-shelter, produced both quartzite and quartz flakes. Two other sites do not have the artifacts recorded (Mulholland).

There are seven sites in Charlemont, including one that served as a secondary, stone-tool production and maintenance site. Artifacts found at this site include 3 each of siltstone and quartzite flakes, and one each of chalcedony and quartz flakes, as well as 10 fire-cracked rocks. Another site produced a projectile point but no style was recorded. Four other sites are documented with artifacts not reported or lost. The last site is "The Mohawk Trail", placed on the National Register of Historic Places in 1972. It is a significant trail noted as a pathway connecting the Hudson and Connecticut River Valleys.

Crossing into the Berkshire Segment in Florida, three more sites are catalogued. While the date of occupation for

these sites is not known, the artifacts from one of the sites are stored at a nearby museum. Another of the sites has already been destroyed. North Adams contains another three sites, the first located near the 'hairpin' turn (actually in Clarksburg). No date of occupation is given for this site, however four projectile points were discovered. Another site, near the location of Fort Massachusetts, was determined to be occupied some 3,000 years ago. Artifacts included a Wayland Notch projectile point. The last site is actually south of Blackinton and produced one vein quartz flake. The date of the occupation is unknown.

There are four sites located in the town of Williamstown. One site reports artifacts found as "many indian relics". Another site produced several flakes of grey chert, the residue of stone tool making. No date of occupation is known for either site. The other two sites both produced Susquehanna Broad projectile points made from chert and both are dated to around 3,500 years ago.

These prehistoric sites along the Byway, represent a significant historical segment. Many of the known sites have not yet been fully examined; therefore the possibility remains for more extensive results. Also, as the Byway was the connecting crossroad for several different cultures, further exploration may provide additional information concerning their interactions. This is a significant part of the history of the Byway. It includes more than 10,000 years, and should be protected as such.

History of the Communities along the Scenic Byway: European Settlement to the Present

The communities along the Scenic Byway each have interesting histories that are interwoven to generate a truly unique and fascinating story of the Byway. This chapter briefly discusses the significant events that shaped the

communities along the Byway, and identifies important locations and properties within these towns. Tables with the significant historic areas and properties in each town are included in the appendices.

Properties listed in this chapter and the appendix will be designated according to the definitions in the State Register of Historic Places 2001, which are defined as follows:

NRIND: National Register of Individual Property

NRDIS: National Register District

NRMRA: National Register Multiple Resource Area (Refers to a community-wide or area-wide designation that includes nomination of both individual and district properties.)

Franklin County

Greenfield

The Mohawk Trail Scenic Byway begins or ends, depending on travel direction, at the rotary located at the intersections of Route 2, Route 2A and Interstate 91 in Greenfield. Historically, the town of Greenfield has played an important role as a regional economic center due to its location at the junction between Northampton and Vermont, the Berkshires and Boston. This role has meant that the events of Greenfield's history are strongly reflective of the development occurring throughout the Byway. Because the early history of Greenfield reflects the Mohawk Trail's history it is important to understand this history.

As early as the Contact Period (1500-1620) it is believed that Greenfield was at the crossroads for numerous Native American travel routes. Settlement sites were documented in several locations, but the existence of an abundance of river and agricultural resources suggests that more extensive Native American settlements existed in the area. The

Greenfield area continued to be occupied by a substantial Native American population throughout the Plantation Period (1620-1675). However, the epidemics that struck the lower valley Native American settlements in the late 1610s and mid 1630s are believed to have resulted in sizeable population losses. It was during this period that the Native American trails that crossed the area were improved as regional transportation routes. The local Native Americans traded with the colonial residents in Deerfield, and participated in the English fur trade network that had been established by William Pynchon of Springfield in the late 1630s.

In 1673, Greenfield was included as part of an 8000 acre Deerfield land grant, which at that time was considered to be the northern frontier before the Canadian border. During the Colonial Period (1675-1775) the Native American population declined dramatically. The main economic pursuit of the local settlers was crop and livestock production. Colonial agriculture was concentrated in the fertile lowlands.

The boundaries of the town were established between 1753 and 1793, and the town was incorporated in 1775. Less than half a dozen houses survive from this period among these are the Jonathan Smead House (1735) a three-bay wide, center chimney structure with added lead-to, Lemuel Smead House (1764) a center chimney structure, and the Jonathan Smead House (1765) a center hall house.

During the Federal Period (1775-1830), Greenfield grew due to the expansion of manufacturing that was developed and thrived as a result of the use of the Green River for shipping. The area of Greenfield known as Cheapside, named after its river port counterpart in London, became a terminus for river shipping in 1802. It soon became a major distribution point for cloth, molasses, rum, tea, and sugar, as well as manufactured goods, particu-

larly metal industry and edged cutting tools. The first cutlery factory in America, the J. Russel Company, was constructed here. Between 1776 and 1790 Greenfield's population doubled to 1,498 and exceeded that of Deerfield.

In 1846, significant improvements to the north-south rail corridor changed the focus of the economy in Greenfield. As a result, Greenfield's population grew by 133% during the Early Industrial Period (1830-1870). In 1855, Greenfield had the highest foreign-born population of any town in Franklin County. There was continued expansion of the railroad system during the Late Industrial Period (1870-1915), and Greenfield's population continued to grow during this period. Greenfield developed a prominence in the tap and die industry, which would, by the early 20th century give the town a worldwide fame. The completion of the Hoosac Tunnel in 1876 dramatically increased rail traffic and prosperity in Greenfield by establishing a rail line from Fitchburg to Albany. In 1880, a new railyard was constructed in East Deerfield, which further increased the traffic. At the junction of the Fitchburg, Connecticut River, Turners Falls Branch, and New Haven and Northampton railroads, Greenfield had become the northern hub of the Connecticut Valley.

Rail and streetcar service continued to serve as the dominant mode of transportation until a shift to the automobile. In the early 1900s, the primary east-west travel corridor, Route 2, was improved. During this period, the automobile began to ascend to the position of the leading mode of transportation. The eastern section of the original Mohawk Trail between Charlemont and Greenfield followed local roads along the Deerfield River Valley. Between 1919 and 1921, this section of the road was upgraded to a concrete cement highway over Greenfield Mountain to Shelburne. The 13-mile section of the road connecting Charlemont to North Adams was constructed between 1911 and 1914 at a cost of

\$368,000. The road extended from the Deerfield River in Charlemont over Whitcomb Summit in Florida to the base of Hoosac Mountain in North Adams. The construction included permanent concrete bridges over the Deerfield and Cold River, and rock cuts through the Cold River Canyon in Florida and Hairpin Turn in North Adams. The road was officially opened on October 27, 1914. The road formed the connecting link of the State highway from Boston to New York and west. From 1922 to 1929, further improvements were made to the section of the road between Shelburne, Charlemont and Florida.

Greenfield's industries boomed during the 1915-1920 war years. The post-war depression took its toll, and population growth came to a sudden halt. Then, between 1925 and 1935 the population made modest gains. The economic base of the town continued to grow during this period led by Greenfield Tap and Die. Precision toolmakers and machine shops did well during this period. Wooden products also remained a major Greenfield staple. Headquarters for the New England Box Company, the Rugg Manufacturing Company was the nation's largest maker of wooden hay rakes, and Charles R. Field made wooden baby carriage parts. Greenfield's location along a number of major transportation routes, particularly the Mohawk Trail helped it to become an important town for manufacturing. In 1963, Interstate 91 was constructed.

Historic Sites in Greenfield

There are no properties located within the Byway study area in Greenfield listed as national, state or local historic districts or individually listed properties. There are three National Register Historic Districts in downtown Greenfield, located to the east of the Byway just beyond the project area on or near Route 2A (Main Street) in downtown Greenfield, and several Na-

tional Register Individual Properties. In addition, the Leavitt - Hovey House located at 402 Main Street has a preservation restriction in accordance with Massachusetts General Law 184 section 31-33. Appendix 5A includes a listing of historically significant structures along the Byway in Greenfield.

In September 2001, Arthur Krim, a historian and consultant, completed a Mohawk Trail Early Automobile Corridor Preliminary Survey Plan for the Massachusetts Historical Commission, which assessed the highway resources for the period between 1914 and 1965. The resources that were assessed included the existence of the original highway roadbeds and bridges, tourist cabins and motels, souvenir shops and lookout towers, and roadside restaurants and filling stations that are associated with the auto era of the Mohawk Trail. This survey dated properties using town assessors' records and oral interviews with property owners. The report includes a listing of properties that are recommended for further study. The report is intended to provide a basis for further intensive survey of the Mohawk Trail historic highway resources by the Massachusetts Historical Commission in the future.

According to this report, there are several notable auto-tourism era architectural sites in Greenfield. The Edgemere Hotel and the Longview Gift Shop were dated to 1922, and noted as important resources from this early period. The Longview Tower and the Howard Johnson's in Greenfield are considered to be significant resources from the "Modern Highway Period" (defined as 1942-1965). The Howard Johnson's was noted as the last remaining Howard Johnson's in Massachusetts with its original architecture and neon sign that dates from 1963. The Howard Johnson's restaurant was razed in June 2002. Also, of note from that period is the Candle Light Motel located at the Greenfield Traffic Circle with its illuminated plastic sign from 1962.

While this report identified 44 historic highway resources along the corridor, 11 properties were recommended in the report for National Register consideration. Of the sites in Greenfield, the Longview Gift Shop was recommended.

Longview Tower and Scenic Overlook (1952)

The Longview Tower is located one mile west of the Greenfield rotary on Greenfield Mountain, the overlook and tower provide a dramatic view north to Mount Monadnock in New Hampshire and to the Green Mountains in Vermont across the glacial Lake Hitchcock Valley. The hills visible in the east define the Connecticut River Valley, an American Heritage River corridor with historically significant Native American sites and remnant colonial agricultural landscapes. The tower was built in 1952 as part of the auto-related tourist trade, which developed after World War I when the Mohawk Trail was improved and paved.



The Long View Gift Shop and Tower in Greenfield.

Shelburne, Buckland and Shelburne Falls

The village of Shelburne Falls is located ½ mile from the Mohawk Trail on Route 2A and comprises land in the towns of Shelburne and Buckland on both sides of the Deerfield River. The village of Shelburne Falls contains a mixture of manufacturing, retail stores, office space, artisans' studio spaces and restaurants. The towns of Shelburne and Buckland each also have an historic rural village center that is located outside of Shelburne Falls. The Shelburne Center is located on the Mohawk Trail to the east of Shelburne Falls. The location of this historic village center, although not easily visible from the Mohawk Trail, can be detected by the location of the First Congregational Church. Buckland Center is not located within the Mohawk Trail Scenic Byway Study area. Buckland Center is located approximately 2 miles to the South of the Byway on Ashfield Road (Route

112), Upper Street, Maynard Hill Road, Charlemont Road and Cross Street.

Shelburne

Shelburne, originally known as "Deerfield Pasture" or "Deerfield Northwest," was first settled in the early 1760s. Shelburne was incorporated in 1769 and named for the Earl of Shelburne, the head of a ministry in England. During the Colonial Period (1675-1775), agriculture was the primary economic focus. Only three structures remain from this period, the Clark Tavern (built in 1762), the Stebbin's Tavern (1770), and a portion of the Archibald Lawson House.

Numerous sawmills and gristmills were established during the Federal Period (1790-1830) in Shelburne along the Deerfield River. The numerous waterfalls along this portion of the Deerfield River made Shelburne an ideal location for these type of industries. A considerable number of civil and educational buildings

were constructed during this period, but none remain. Twelve houses of the Federalist style constructed during this period exist today. This extensive residential development was a result of a large population increase of approximately 105.3%.

During the Early Industrial period (1830-1870), industry greatly expanded. A commercial district was established on Bridge Street and a residential area on Water Street. Manufacturing, agricultural and transportation industries thrived. The new businesses established included a harmonica manufacturer, paper and cotton cloth. This increase in industry again resulted in a dramatic growth in population. The population of Shelburne grew by 58.9%, reaching 1,582 by 1870. A large increase in the 1840s can be correlated with the establishment of the Lamson and Goodnow Cutlery Company in 1835, located in the Buckland section of the Village of Shelburne Falls.

The architectural styles constructed during this period include Gothic Revival, Greek Revival and Italianate. Two institutional buildings, the first Congregational Church of 1845 and the First Universalist Church of 1870, are the only to survive from this period. The commercial blocks along Bridge Street were also constructed during this period including the Thayer Block (1837), the Swan Block (1847), the Hotel Block (1852), the Baker Block (1853) and the Bank-Hillier Block (1858).

During the Late Industrial Period (1870-1915), industrial activity continued to increase in Shelburne Falls while the populations of both Shelburne and Buckland decreased. The increase in industrial activity was due to the arrival of the Troy and Greenfield Railroad in 1867 and the construction of two hydroelectric plants in Buckland.

In 1896 the Victorian iron truss bridge was constructed, and in 1908 a concrete trolley bridge (now the Bridge of Flowers) connecting Shelburne and

Buckland was constructed. The 400 foot trolley bridge spans the Deerfield River in Shelburne Falls and was built by the Shelburne Falls and Colrain Street Railway in order to give the line a physical link to the Boston & Maine and New York, New Haven & Hartford railroads at their station on the Buckland side of the Deerfield River.

Residential construction stopped outside of the village, but within Shelburne Falls workers' housing of the Queen Anne and Stick styles, and 2½ story houses of the Queen Anne, Stick and Craftsman styles were constructed. Most of the town's institutional buildings were constructed during this time period including the early Italianate schools, the Fox Town and Skinner Schools (1871), Victorian Gothic Arms Academy (1880), the granite Gothic Revival Trinity Church (1884), Neoclassical brick Town Hall (1897), Shelburne Free Public Library (1898), a fieldstone Tudor/Craftsman building at Shelburne Center (1905), and an Eastlake/Italianate Chapel (1875). The majority of the architecture in the commercial district from this period is of the Romanesque Revival Style and the predominant construction material was brick.

The trolley line was discontinued in 1927, but Shelburne Falls remained the center of industrial and commercial activity. In 1929, the Shelburne Falls Women's Club transformed the former trolley bridge into the Bridge of Flowers. In the early 1900's auto related development occurred along the Mohawk Trail, one of the major transportation conduits for the town.

Today, Shelburne has an outstanding inventory of historic buildings as much of the original commercial and residential neighborhoods remain intact. The community also remains an important commercial and industrial center for the region. Historically significant residential and civic structures are located to the south of Route 2. The Shelburne

Falls National Historic District currently includes 35 structures in Shelburne. A listing of the structures and the sites within the historic district is included in Appendix 5B.

There are also over 95 significant structures in Shelburne representing a variety of architectural periods that are integral to the historic character of Shelburne Falls that are not currently included in the National Historic District. These structures include the Arms Academy (1880), Trinity Church (1884), the Shelburne-Buckland Community Center (1928), and the Sweetheart Restaurant, an example of Federal Revival architecture, located on South Maple Street. A complete list is included in Appendix 5C, "Historically Significant Structures in Shelburne Recommended for Inclusion in the Shelburne Falls National Historic District." The Buckland-Shelburne Master Plan recommended that the Shelburne Falls National Historic District be expanded to include these structures. According to the Massachusetts Historical Commissions records other historically significant sites located on Route 2 in Shelburne include the John Long House (1784), the First Congregational Church of Shelburne (1845) and the New England Power Development #2 Gravity Dam (1913). In addition, Appendix 5D includes significant structures within Shelburne Center as compiled from the Massachusetts Historical Commission's inventory forms.

According to the Mohawk Trail Early Automobile Corridor Preliminary Survey Plan completed by Arthur Krim for the Massachusetts Historical Commission in 2001, there are several notable examples of auto-tourism era architecture in Shelburne. The most notable is the Sweetheart Tea House in Shelburne. Although the exact date of the construction of this structure was not noted, it has been dated to the Early Auto Period (1922-1941). Goodnow's Garage was also dated to the 1920s. According to local records, the Shelburne Country

TABLE 5.1
National Register of Historic Places in the Shelburne Study Area

Name of Feature	Location	Date of Designation
Shelburne Falls Historic District**	Bridge Street and State Street	1/28/1988
Buckland-Shelburne Bridge***	Bridge Street over Deerfield River	12/17/1981

**NRDIS District
***NR Historic Structures within NR District

Store is dated to 1930. The Mohawk Trading Post (1952), Duck Pond (1955) and Gould's Sugar House (1958) were noted as resources from the "Modern Highway Period" (dating from 1942-1965). In Shelburne, evidence of the original Mohawk Trail Road construction exists in several locations including Gould Road, Robert Road, Shelburne Center Road (Dragon Brook Bridge) and Summit Drive. The Orange Glow Cabins (1935) were also noted as a prime example of highway cabins constructed during the auto-touring era.

Buckland

Colonial settlement did not occur in Buckland until 1769 and it was not until 1779 that it was incorporated as a town. According to the Massachusetts Historical Commission (MHC) there were no reported contact sites; however, Shelburne Falls was the location of large Native American fishing encampments.

During the Colonial Period (1675-1775), the MHC estimates that there may have been 10 families living in Buckland. Residential structures were simple cottages that utilized the center chimney plan and several of these homes were in the Clesson River floodplain. As in Shelburne, agriculture, such as livestock and crop production, was the primary means of economic resources for the town. Four homes remain from this period including the Nathaniel Coleman (1774), Samuel Taylor (1770) and Wilder (1775) houses.

The Federal Period (1775-1830) saw the construction of several institutional buildings in Buckland. The

TABLE 5.2

National Register of Historic Places in the Buckland Study Area

Name of Feature	Location	Date of Designation
Shelburne Falls Historic District**	Bridge Street and State Street	1/28/1988
Buckland-Shelburne Bridge***	Bridge Street over Deerfield River	12/17/81
Buckland Odd Fellows Building*** District	1-5 State Street	5/10/79** NRDIS

**NRDIS District

***NR Historic Structures within NR District

population increased by almost 45% during this time period predominately in the 1790's and reached 1,039 by 1830. Upon the opening of the Shelburne Bridge in 1822, economic focus began to develop at Shelburne Falls. The first meetinghouse of 1793 brought civic focus to Buckland Center. The economic base for the towns of Buckland and Shelburne was mainly agriculture, but there were several small saw and gristmills.

The architecture that remains from this period is extensive and much of it is of superior quality. Houses and cottages incorporated a variety of plan types including center hall and center chimney types. Most exhibit a five bay façade with center entrances. Five bay center entrance facades and end interior chimneys of the Greek and Federal Revival Style were built in the 1820's to the 1840's. The school at Four Corners (1829) and two taverns survived from this period.

Proposed improvements to the Deerfield rail corridor were made with the Troy and Greenfield Railroad along the Buckland side in 1855, but were delayed due to the Civil War. In 1851, Lamson & Goodnow became the largest establishment of The Early Industrial Period (1830-1870). The prosperity brought to the area as a result helped to establish the village of Shelburne Falls. Several of the commercial buildings of this time were destroyed in the fire of 1876. The economic base for the town

was limited mostly to Shelburne Falls and continues as such today.

The Mohawk Trail Early Automobile Corridor Preliminary Survey Plan completed by Arthur Krim for the MHC, noted that there are several gasoline filling stations and auto repair garages from the 1920s that have remained in a modified form along State Street in Buckland. These garages are significant examples of the Early Auto Period of the Mohawk Trail, and include Ford Garage and Copley Garage.

As in the case of Shelburne, Buckland also has an outstanding inventory of historic buildings. The list of structures that are included in the National Historic District is included in Appendix 5E. In addition, the structures included in Appendix 5F were also recommended for inclusion in the expansion of the National Historic District in the *Buckland-Shelburne Master Plan*. Also the MHC provided a list of historically significant structures located on Route 2 in Buckland, which is included in Appendix 5G.

**Shelburne Falls
National Historic District**

As stated earlier in this chapter, Shelburne Falls is located within a half a mile of the Mohawk Trail, and is unique because it is comprised of the village centers of two towns, Shelburne and Buckland. Shelburne Falls is located along the banks of the Deerfield River. Shelburne Falls was originally known as Salmon Falls during the spawning season

and called the Town of Trembling Waters by the Native Americans. Although there were no known Native American settlement sites between 1500 and 1620, Shelburne Falls was very productive for salmon fishing and it was believed that it was used as a resources area by the Deerfield Pocountucks.

According to the Massachusetts Historical Commission, the Village of Shelburne Falls is an especially notable architectural resource area because most of its original blocks and residential neighborhoods have remained intact. The Shelburne Falls National Historic District (NHD) was designated on January 28, 1988, and encompasses 26 acres of Shelburne Falls. The commercial core of the Shelburne Falls NHD, contains many contributing commercial, civic, and religious buildings located primarily to the north and south of Bridge Street in Shelburne and on State Street in Buckland.

In addition to the structures and sites within the Shelburne Falls National Historic District, there are historically significant landscape features, including the Glacial Potholes at the bottom of Salmon Falls on the Deerfield River. The Glacial Potholes were formed as glaciers receded and meltwater caused smaller rocks to spin thus carving out these irregular holes. The Deerfield River Mill, or Frost Mill, is located off Deerfield Avenue just north of the Glacial Potholes and is currently occupied by a retail store, which makes and sells candles among other items. The historic use of this land has been for industrial purposes.

As stated in the previous section of this chapter, immediately adjacent to the Shelburne Falls National Historic District are neighborhoods with historically significant residential, civic buildings and manufacturing buildings. The *Buckland-Shelburne Master Plan*, which was completed in May 1999, after an extensive public participation process, recommended that the



Shelburne Falls.

Shelburne Falls National Historic District be expanded to include additional historically significant structures located in the neighborhoods adjacent to the existing National Historic District in both Shelburne and Buckland. Some preliminary research towards compiling the necessary nomination forms has been completed, and a preliminary list of the recommended structures within each town is included in Appendices 5C and 5F.

In Shelburne, the recommended expansion includes properties located in the area to the north and northeast of the existing National Historic District. The properties include architectural styles ranging from Victorian to Federal Revival to Italianate. In Buckland, the proposed expansion includes 40 additional structures. The proposed would expansion the historic district northward and include portions of State Street, North Street, and Williams Street; westward to include 4 structures off of Clement Street; and southward along the Deerfield to capture buildings off of Ashfield, Conway, and Summer Streets. These structures include the residential and commercial buildings that date from 1775 to 1940.

Charlemont

The town of Charlemont was originally known as Charley's Mount, and was incorporated in 1765. Although the Massachusetts Historical Commission has no reported Native American sites in the town during the Contact Period (1675-1775), Charlemont is located along the primary travel corridor between the Connecticut and Housatonic Valleys through the Hoosac Range along the Deerfield River. The Mohawk Trail was documented as a major east-west route during this time. Sources revealed that Charlemont was an important Native American hunting area and the town's rugged terrain suggested that the settlements of this period primarily consisted of seasonal hunting and fishing camps.

Charlemont lacked a colonial population until the 1740s, when there were three families living there. After the Line of Forts was constructed in 1744, several military highways were also constructed. After the French and Indian Wars in 1763, there was considerable growth in the colonial settlement. The settlement grew to thirty families by 1762, and increased to 665 people after 1765. The few homes that were constructed in the 1740's were abandoned in 1746 as a result of the attack on Fort Massachusetts by French and Indian forces. The area was resettled in 1749 and the first meetinghouse was completed in 1772. Hall's Tavern (1760) was the only remaining structure from this period. During the 1960s, the tavern was moved to Historic Deerfield. The economy was based primarily on agriculture and remained so for much of the town's history.

Charlemont became one of the fastest growing towns in the county during the Federal Period (1775-1830). At this time, civic focus shifted from the Heath uplands to the Deerfield River valley and the commercial center was expanding along the Route 2 corridor (River Road). Two secondary centers, East Charlemont and the Mill Village at

Zoar, were also growing. The river valley provided the town with good land for grazing, accommodating some large dairies and large flocks of sheep. A few civic and commercial structures remain from this period including the East Charlemont Schoolhouse (1828), a one-story brick building with side entry. The two commercial structures that endure are the Wells Store (1820) and the Charlemont Inn (1775), whose adjacent carriage sheds have been converted for commercial use. The first liquor license was documented at the Charlemont Inn in 1787, and most of the sheds that housed 150 horses have been removed. Approximately, two-dozen residences along Route 2 remain from this period with most appearing to be constructed after 1800. All of these structures have center hall plans with double interior or end chimneys.

Travel along the east-west corridor improved during the Early Industrial Period (1830-1870) when the Troy and Greenfield Railroad was completed in 1868. Charlemont was at a prime location along this major transportation corridor. Although the population had remained relatively constant, by 1870, the town had lost 60 people. A depot village became established along the south bank of the river, across from Charlemont center, because of the railroad activity. Although Charlemont had experienced some diverse settlement patterns, by the end of this period, the town had a well-defined village center.

By 1855, the scythe industry, so prominent in Shelburne Falls and Cummington during this period, was the town's largest industry. Industry also grew with the addition of edged tool and small woodworking shops. Houses were commonly constructed with the center hall, double chimney plan and cottages often possessed the center or end chimney plan. Other structures still standing are the Avery Store (1846) and another Greek Revival store built in 1840 that still retains

its original façade. The Federated Church (1845) and the church built by the East Charlemont Congregation Society (1847), both Greek revival, remain as well as the Center School (1850), the only educational building standing from this period.

During the Late Industrial Period (1870-1915) improvements to the Mohawk Trail as an auto highway (1914) were completed. Civic focus remained at Charlemont Center and commercial growth was occurring in the center as well as at the depot village and the local mill village at Zoar with the Hoosac Tunnel Railroad depot.

The diversity of industry had largely disappeared by the 1870's. Only seven sawmills and two shops for scythes and chair stock remained. The Davis Mine, located in Rowe, brought some prosperity to the town of Charlemont, but several problems as well. Roads were damaged and trees were killed along Route 2 as acid ore was spilled during transportation. Other mineral plants in the area included a crushing plant and loading station of the Massachusetts Talc Company at Zoar and an iron ore mine on Mount Peak. Both the Frary Carriage Shop of 1892 and the rake handle company established by W. M. Pratt in 1891 accounted for the prosperity. Several structures remain including approximately half a dozen residences, many in the Stick style and Queen Anne. Institutional buildings include Goodnow Town Hall (1892), Charlemont Elementary School (1907), St Christopher's Catholic Church (1880) and Odd Fellows Hall (1900). Some of the motor courts and one-story tourist cabins may date from this period, as well.

The Early Modern Period (1915-1940) saw yet another decrease in Charlemont's population by about 20% occurring mostly in the last five years of the period. The major transportation corridor was the Mohawk Trail. During this period, the only construction occur-



The Cottages at Mohawk Park in need of some repairs.

ring was a few tourist cabins and repair garages along the corridor. The Mohawk Trail Early Automobile Corridor Preliminary Survey Plan completed by Arthur Krim for the Massachusetts Historical Commission, documented the construction in Charlemont that can be associated with the auto-touring era. The gasoline filling stations and auto repair garages located on Main Street date to the 1920s. These garages are significant examples of the Early Auto Period of the Mohawk Trail, and include Pizzi Garage and the Texaco Station. The Hail to the Sunrise Statute was erected in 1932 and noted as an important roadside landmark. Several groups of roadside cabins that date from the 1930s are located in Charlemont including Mohawk Park and East Charlemont. Also noted were the original log cabins at Mohawk State Park on the Cold River, which were built by the Civilian Conservation Corp. in 1935-1936. The Indian Plaza gift shop was also dated to this Early Auto Period. The Big Indian Shop was dated to 1954 having been built during the Modern Highway Period (1942-1965).

Historic Sites

Charlemont's rich colonial and Victorian history can be seen through the



*The Big Indian Gift Shop
in Charlemont.*

architecture of the community. The entire village of Charlemont has been designated as a National Register Historic District. The “Charlemont Village Historic District” was nominated in 1985, and included the area along Route 2 from South to Marnet Streets. A list of the historically significant structures that was provided by the Massachusetts Historical Commission (MHC) is included in Appendix 5H. This list includes individually listed historic properties that are not listed on the State or National Historic Register, but have had an inventory for submitted to the MHC.

The historic architecture that remains in Charlemont can be classified into the following categories: late nineteenth century Victorian houses, eighteenth century colonial structures, early nineteenth century colonial structures and schoolhouses (Greek Revival, Georgian Revival and the stick style). The site of the Rice Fort and Taylor Fort are categorized as archaeological sites. Cemeteries, both public and family burial grounds, were also classified as separate categories in the inventory as well. Historical monu-

ments were also categorized in the inventory, including the Buttonball Tree Monument, the Old Oak Tree Monument and the Hall Tavern marker.

The historic sites located outside of the village historic district are not as well documented. At the time of this report, the Bissell Bridge, a covered wooden bridge, is in danger of being torn down. Although the bridge was rebuilt in 1950, the historical significance to the town has been established. The bridge is one of the last examples of covered bridge design completed by the state and the last remaining covered bridge in the town of the original four.

East Charlemont

East Charlemont has many historically significant structures and sites along the Mohawk Trail, including the Leverett Cemetery, the Little Red Schoolhouse, and a monument to the Taylor Fort. The Griel House, Hope Young House, Richard Wilcox House, Douglas White House are all good examples of early nineteenth century colonial architecture. There is a monument to “The Old Oak Tree” in East Charlemont, where Charlemont men gathered for the Revolutionary war. East Charlemont is also the site of another schoolhouse located on the corner of Mt. Branch and Burrington Roads.

Charlemont Village

Much of Charlemont Village was built during the nineteenth century. There are many fine examples of Victorian architecture that remain today. The oldest house in the town is located in the village. It is the Moses Rice Homestead and is also known as the “Button Ball House” or the Charles Warner House (Jones, 1985). The Moses House was originally built in 1742 and rebuilt after a fire in 1749. The Charlemont Inn is also among the oldest remaining original structures in the village having been built in the late eighteenth century. There are also remnants of the many grist and lumber

mills that lined the rivers at one time. The National Register recognizes the village for having many fine examples of the Greek revival style of architecture from the mid 19th century. The Federated Church provided the best example of this style.

Zoar Village

There are several historically significant sites located in Zoar Village, a section of Charlemont. The Zoar Cemetery and the Zoar Schoolhouse are both located on Zoar Road (Radasch, 1998). The historical Dyer, Paulsen and Nugent houses are also located on Zoar Road (Jones, 1985).



The Little Red Schoolhouse Located in East Charlemont.

Berkshire County

For each Berkshire County community in the Corridor Study Area we have briefly listed or discussed individual properties and/or historic districts that have been considered significant enough by individual property owners or local communities as to merit preservation enactment. This may be through a local, state or national historic registration or through a preservation restriction.

A more complete list of historic properties is included in Appendices 5I through 5K. It should be noted that

the list of historic properties for North Adams and Williamstown is less comprehensive than that of the other communities along the corridor. Unlike those communities, for which all the properties within the Corridor Study Area are listed, only those properties that are located within a one to two block radius of the Scenic Byway itself were listed. This is due to the vast number of historic properties located within the Corridor Study Area. The most comprehensive inventory of historic properties in the Study Area can

TABLE 5.3
National Register of Historic Places in the Charlemont Study Area

Name of Feature	Location	Date of Designation
J.D. Sears House*	Main Street	2/10/1988
St. Christopher's Baptist Church*	Main Street	2/10/1988
W.E. Niles and C. Rodgers Shoe Shop*	Main Street	2/10/1988
Charlemont settlement marker	Main Street	
War Memorial Monument***	Main Street	2/10/1988
Mohawk Trail*	Route 2 in Charlemont, Savoy and Florida	4/3/1973
Charlemont Village Historic District**	Route 2 between South and Marmont Streets	2/10/1988

TABLE 5.4

National Register of Historic Places in the Savoy Study Area

Name of Feature	Location	Date of Designation
Mohawk Trail*	Rt. 2 in Charlemont, Savoy and Florida	4/3/73

* NRIND

be found at the offices of the local Historic Commissions.

Savoy

The first European settlement of the town occurred in 1777 by Mr. Robinett and by the end of the Revolutionary War, a total of 35 families lived in Savoy. The town was formally incorporated in 1797 and given its name, historians conjecture, because of its resemblance to the mountainous country of Savoy in Europe. By the 19th century, Savoy was showing a remarkable diversity of industry with steam sawmills, box manufacturers, tanneries, printing shops and a large lumber mill along with three hotels. Equally diverse was the town’s religious groups including Baptists, Congregationalists, Methodists, Adventists and Shakers all worshipping in Savoy. The Mormon Prophet Joseph Smith lived and proselytized in Savoy for a time around 1810, before moving on.

Florida

The town of Florida is a village on the southern end of the Green Mountain range, in the northwest corner of Berkshire County. Quiet and peaceful now, the town was once a boomtown as the staging site for construction of a railroad tunnel through the Hoosac Range. The first European settler in Florida was Dr. Daniel Nelson from Stamford, Connecticut, who arrived in 1783. The town may have chosen its name, some historians conjecture, because at the time it was named the most general topic of conversation was

the purchase by the United States of the territory of Florida from the Spanish. A tourist guide to the Berkshires of 1889 describes the town as having elevations of 1,000 to 1400 feet and containing drives that “are grandly panoramic.”

Florida’s first boom time came in the second half of the 19th century, when in order to complete the rail link between Boston and West, the railroad had to bore a tunnel through Hoosac Mountain to North Adams. After surveys were completed in 1850, work began at both ends of the tunnel, with the eastern portal in Florida and the western portal in North Adams. The tunnel, when completed, was four and three-quarter miles long, most of which is contained within the boundaries of the town of Florida. More than a 1,000 men worked day and night on the tunnel, and it took four years to sink the 1,000 foot long shaft that bored straight down into the bowels of the mountain and over 20 years to finish the tunnel completely. In 1875 the first trains moved through the 20-foot high by 24-foot wide engineering marvel that required the removal of 1.9 million tons of rock at a cost of \$14 million and 195 lives.

The Hoosac Tunnel

One of the most influential historic events to affect the Scenic Byway region was the endeavor to construct the Hoosac Tunnel beneath Hoosac Mountain, connecting the railroads of the east to direct western ports. The Mohawk Trail had provided, and still does, access between the Hudson, Hoosic, and Connecticut River valleys for thousands of years. It was an important commercial road, both for the Native American people and for the European settlers who immediately began to improve upon it. At best however, it was a difficult route for trade, and with the extremely harsh winters, was often impassable for peri-

ods of time. The construction of the Hoosac Tunnel provided a year-round link to the commercial centers of Boston and Albany.

Construction began around 1850. The work was dirty, dangerous and never-ending, yet there were many willing workers to be found in the recent immigrant populations from Ireland, Italy, and Canada, as well as hardworking New Englanders. Work proceeded around the clock as there is no day or night in a tunnel. As the number of workers grew, so too did the populations of the surrounding towns.

Important scientific discoveries occurred along the way. The use of relatively unstable dynamite was eventually phased out and replaced with the more effective nitroglycerin, which was eventually found to be extremely stable when in the frozen state, an unexpected side effect of the Florida winters! However, tragedy happened also, in the case of a fiery collapse in the main shaft that led to the loss of many workers lives. In all, over 195 lives were lost during construction of the tunnel.

The tunnel, upon its completion, was one of the longest tunnels ever constructed. The overall length is 25,081 feet and the central shaft runs down over 1,000 feet. The Hoosac Tunnel was completed in 1875, taking about 25 years to complete, and the total estimated cost was \$17,332,019. A little extrapolation shows that the average distance traveled toward completion was 2.75 feet per day, making an entire shift's labor contribution equivalent to approximately 0.9 feet for eight hours work! That same stretch of almost 1 foot also cost approximately \$691.00.

The advent of rail to the region stimulated the industrial economy of the larger towns, particularly North Adams. With ease of transport increased, large industries developed in the surrounding areas, particularly textile mills. The population

of North Adams grew considerably. The smaller towns of Florida, Savoy and Charlemont saw a temporary boom in population, though most of this was directly related to the construction of the Hoosac Tunnel itself, along with the supporting industries that accompanied it. Once the tunnel was completed, much of this transient population vanished.

Today the Hoosac Tunnel remains an important rail link beneath the mountain. The Scenic Byway passes directly over the Tunnel in Florida, which is over 1,000 feet below it. A historic marker at this point of the Byway would be a tribute to the engineering and the men who died building the Tunnel, as well as recognition of the contribution the Hoosac Tunnel has made to the development of life and culture in the region of the Byway.

Clarksburg

The first European settlers of Clarksburg, including Nicholas Clark, whom the town is named after, came to the area in 1769 and began farming in the relatively level areas to the west of what is now Route 8 and along upper reaches of the North Branch of the Hoosic River. The town was incorporated in 1798. The settlement of Briggsville began in the early 19th century and included four mills by 1829. Briggsville expanded around 1866 with the construction of Linwood Woolen Company, a brick mill dedicated to the weaving of cashmere. In 1885 Linwood employed 140 people. The village had

MAJOR FINDING



Many of the historically significant structures and sites are not marked for recognition.

TABLE 5.5
National Register of Historic Places in the Florida Study Area

Name of Feature	Location	Date of Designation
Hoosac Tunnel*	River Road	11/2/73
Mohawk Trail*	Rt. 2 in Charlemont, Savoy and Florida	4/3/73

* NRIND Also see Appendix 5I



The Hoosac Tunnel lies 1000 feet below the Byway in Florida.

two stores, a gristmill, saw mill and a new brick school. The town also had three powder mills that produced black gunpowder. The E.R. Tinker powder mill exploded in May of 1869, ending production of that product.

North Adams

The city center of North Adams developed at the confluence of the north and south branches of the Hoosic River. The river valleys were known to be subject to flooding, so no large farming community was developed in the area, but the waterpower of the rivers was available for industry. In 1760, the Commonwealth sold the area to three men if they would develop it. They did, establishing lumber mills exporting high quality pine boards, gristmills, a blacksmith shop, fulling mill, cut nail makers, brickyards and textile mills. By the end of the 19th century, the mechanical advances of the industrial revolution and the arrival of the railroad transformed that village into what would become the most populated city in Berkshire County.

Many settlers from Rhode Island with textile experience in power looms moved to the town, aiding in the creation of its industrial economy. Development, however, was slow because the town was cut off from the eastern portion of the state by the Hoosac Mountain Range and hampered by a lack of capital. In the late 1820's the first cotton print mill was established and in 1846 the first rail line to Pittsfield was opened. Blast furnaces and shoes were manufactured in town and the Hoosac Tunnel, direct rail line between North Adams and Fitchburg, was begun in 1851 and completed in 1875 using the city as the headquarters for the tunnel operations.

The Civil War stimulated the shoe and textile operations and handsome Greek Revival, Second Empire, and Italianate homes remain as testimony to the fortunes that were made. The Blackinton Mansion, an outstanding example of Second Empire design, is now the city library. The growth of the mills led to development of the city as a regional commercial center in the Berkshires. Residential neighborhoods began climbing the hills about 1850 and the city is now known for its decorated slate roofs and towers. Mill owners built a large number of multi-family houses for their workers, who were mainly immigrant French Canadians, Italians and Irish. By the later 19th century, shoes and boots had grown to be more significant to North Adams' economy than textiles. The opening of the Hoosac Tunnel in 1874 secured North Adams as a major manufacturing and distribution center. North Adams State College was established in 1894 and Sprague Electrical Works moved to town in 1929.

Due to the wealth created during the industrial revolution, the city is endowed with historic mills, residences, and churches that are rich in architectural and historical detail. The Massachusetts Museum of Contemporary

Art (MassMoCA) is located in a 24-acre mill complex that had been an active and important industrial site since 1862. Seven major historic churches, all post-1860, were built within a block of Monument Square, which is located on the eastern end of Main Street. The lofty steeples, most of them with slate roofs intact, dominate the skyline, helping this city maintain its New England character. One of the most outstanding collections of Victorian homes in Berkshire County can be found along Church Street and in the Cady Hill neighborhood. Many of the buildings are listed on the National Register of Historic Places.

There are several National Register Historic Districts and several more individual properties within the Corridor Study Area. This plan discusses the Historic Districts (which can be located on the map on the following page) and lists the National Register properties within one or two blocks of the Scenic Byway. As mentioned earlier in this chapter, there are simply too many individual historic properties within the Study Area to list at this time. Those found within a block or two of the Byway can be found in Appendix 5J.

Western Gateway Heritage State Park/Freight Yard Historic District

The six buildings that make up Western Gateway Heritage State Park were once part of a large rail distribution system that connected Boston to the Albany area and ports out west. This area was designated the Freight Yard Historic District and listed in the National Register of Historic Places in 1972. In general, the buildings were constructed between the 1880's and early 1890's and were used for a variety of purposes. Some buildings were built as receiving areas and storage, some were used for distributing goods to local businesses, and some were used for administrative offices. The Shippers Office, at the

southern end of the Visitor Center, was the main center of operations. It had a comfortable interior with a pot-belly stove, and was the gathering place for news, gossip, or to complain about damaged freight. The Visitor Center, administered by the DEM, houses a historic museum that focuses on the railroad era and the building of the Hoosac Tunnel. The museum is open year-round, seven days a week.

Blackinton Historic District

The Blackinton Historic District listed in the National Register of Historic Places and the National Register Multiple Resource Area in 1985, contains 22 properties. It includes the Blackinton Union Church and the original homes of mill workers built in 1840. These are some of the earliest surviving structures in North Adams, with two of the mill owner's houses exhibiting the mixed Greek and Italianate features found in the distinctive North Adams Style. Several row and mill houses survive, as well as the Blackinton Company Store, located next to the site of the mill. The area is located in the northwest area of the city and bordered by Wood St. and Ashton, Massachusetts, and Doanes Avenues.

Monument Square—Eagle Street Historic District

Listed in the National Historic Register as an Historic District in 1988, the Monument Square- Eagle Street Historic District is roughly bounded by Halden, Center, and Union Streets, and by East Middle, School, Summer, and Main Streets. It has served as the core center for North Adams since the first settlement in the late 18th century and today consists primarily of late 19th and 20th century buildings. This area, along with the surrounding predominantly residential areas and the Freight yard Historic District southwest of Main St. comprise North Adams Multiple Resource Area, a mix of historic districts and individually registered properties.

TABLE 5.6

National Register of Historic Places in the North Adams Study Area+

Name of Feature	Location	Date	Date of Designation
Armstrong House* ^	60 Brooklyn St		10/25/85
Arnold Print Works+ ^	87 Marshall St.	1872	10/25/85
Beaver Mill*	Beaver St.	1896	5/11/73
Blackinton Historic District**	Bounded by Ashton Ave., Wood St., Mass. Ave., Doanes Ave.		10/25/85
Boardman, The* ^	39-53 Montana St.	1899–1901	10/25/85
Church Street Historic District**	Bounded by E. Main St. from Church St., to Pleasant St., & Church St. from Sumner St. to Elmwood Ave.		3/10/83
Crowley House* ^	365 West Main St.		10/25/85
Freeman's Grove Historic District**	Bounded by Liberty, Hall & Eagle Sts., Brace Well Ave. & Houghton St.		10/25/85
Freight Yard Historic District**	W. of Hadley Overpass & SW of Hoosic River		6/16/72
Hathaway Tenement* ^	311–321 River St.	1850	10/25/85
Hoosac Tunnel*	West Portal Rd.	1855	11/2/73
Hillside Cemetery**	Route 2	1798	2001
Johnson Manufacturing Company** ^	65 Brown St.	1872	10/25/85
Johnson School* ^	School St.		10/25/85
Monument Square— Eagle St. Historic District**	Bounded by Halden, Center & Union St., E. Middle, School, Summer & Main St.	6/19/72	8/25/88
Norad Mill* ^	60 Roberts Dr.	1863	10/25/85
North Adams Public Library— Blackinton Mansion* ^ Pr	Monument Square	1865	10/8/87, 8/25/88
Phelps House* ^	1101 Massachusetts Ave.	1850	10/25/85
Sherman Farm*	1010 State Rd.	c. 1825	10/6/83
Sherman Farm* ^	1072 State Rd.	c. 1825	10/25/85
Sykes House* ^	521 West Main St.	c. 1890	10/25/85
Wells House* ^	568 West Main St.		10/25/85
Windsor Print Works*	Cliff & Union St.		5/17/73

* NRIND ** NRDIS

^ National Register Multiple Resource Area

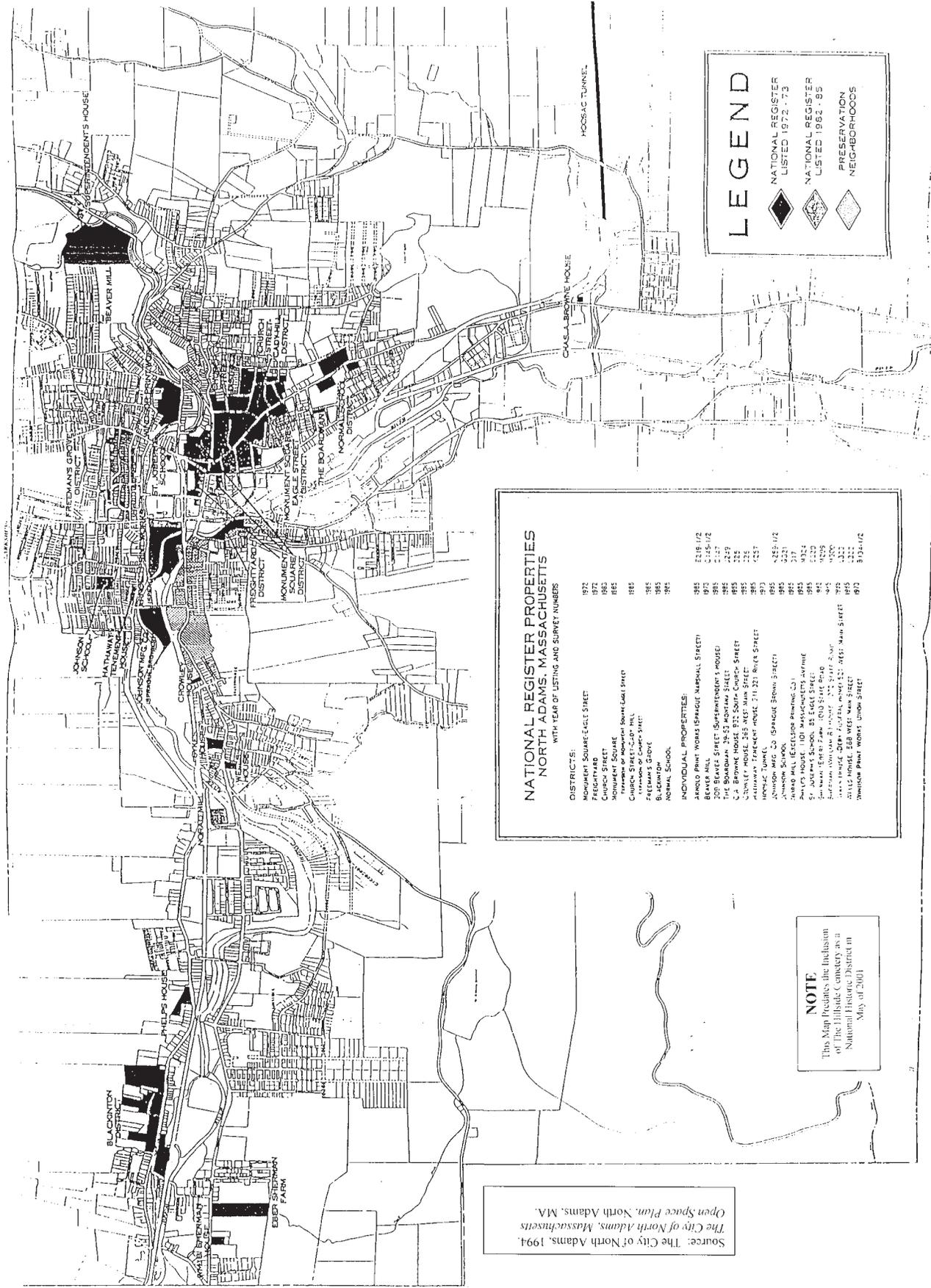
Pr Preservation Restriction

+ Please note that this is not a complete listing for the Study Area; a more complete listing is found in Appendix 5A.

**Church Street—Cady Hill
Historic District**

Church Street is one of the oldest roadways in the city, and as such was one of the first to see major development. Many high-style Victorian mansions, as well as impressive churches, are present in the area. It was originally listed in the National Register in 1983 as an historic dis-

trict. The Cady Hill area, adjacent to the Church Street district, was combined with it as an extended district. Though the development in this added area was predominantly in the latter decades of the 19th century, the combination gives a coherence and integrity to the entire district, which contains 179 properties.



LEGEND

-  NATIONAL REGISTER LISTED 1972-73
-  NATIONAL REGISTER LISTED 1962-85
-  PRESERVATION NEIGHBORHOODS

NATIONAL REGISTER PROPERTIES NORTH ADAMS, MASSACHUSETTS

WITH YEAR OF LISTING AND SURVEY NUMBERS

DISTRICTS:	YEAR	INDIVIDUAL PROPERTIES:	YEAR
MONUMENT SQUARE-EAGLE STREET	1972	ARMOLD PRINT WORKS (SPRAGUE MARSHALL STREET)	1985
FREIGHTYARD	1972	BEAVER HILL (EASTSIDE PARKING LOT 1)	1985
CHURCH STREET	1983	BEAVER HILL (EASTSIDE PARKING LOT 2)	1985
MONUMENT SQUARE	1985	BEAVER HILL (EASTSIDE PARKING LOT 3)	1985
CHURCH STREET-CARD HILL	1985	BEAVER HILL (EASTSIDE PARKING LOT 4)	1985
FREDMAN'S STORE	1985	BEAVER HILL (EASTSIDE PARKING LOT 5)	1985
BEAVER HILL	1985	BEAVER HILL (EASTSIDE PARKING LOT 6)	1985
NORMAL SCHOOL	1985	BEAVER HILL (EASTSIDE PARKING LOT 7)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 8)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 9)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 10)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 11)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 12)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 13)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 14)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 15)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 16)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 17)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 18)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 19)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 20)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 21)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 22)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 23)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 24)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 25)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 26)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 27)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 28)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 29)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 30)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 31)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 32)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 33)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 34)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 35)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 36)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 37)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 38)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 39)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 40)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 41)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 42)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 43)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 44)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 45)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 46)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 47)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 48)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 49)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 50)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 51)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 52)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 53)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 54)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 55)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 56)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 57)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 58)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 59)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 60)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 61)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 62)	1985
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		BEAVER HILL (EASTSIDE PARKING LOT 67)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 68)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 69)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 70)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 71)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 72)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 73)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 74)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 75)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 76)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 77)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 78)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 79)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 80)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 81)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 82)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 83)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 84)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 85)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 86)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 87)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 88)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 89)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 90)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 91)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 92)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 93)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 94)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 95)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 96)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 97)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 98)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 99)	1985
		BEAVER HILL (EASTSIDE PARKING LOT 100)	1985

NOTE
This Map Predates the Inclusion of The Hillside Cemetery as a National Historic District in May, of 2001

Source: The City of North Adams, 1994. Open Space Plan, North Adams, MA.

Freeman's Grove Historic District
This district is situated near the industrial center of the town and is significant as a late 19th century housing development undertaken during the most important period of the city's history. The houses, mostly built in the late 1800s, are mostly tenements and duplexes built for the workers yet are generally unaltered in character of the architectural design. It includes houses on Eagle and Hall Streets, as well as Chase and Bracewell Avenues.

Normal School Historic District
Registered both as an historic district and part of the Multiple Resource Area in 1985, the Normal School Historic District lies primarily on both sides of Church Street in the south end of the city. This area represents an historically important decade in the city's history, including two remaining original buildings of the State Normal School, now known as the Massachusetts College of Liberal Arts.

Hillside Cemetery
Situated on eighteen acres on the western edge of the city of North Adams, and bisected by the Byway Corridor, is the Hillside Cemetery. The northern section of the cemetery dates to 1798 and covers the hillside to the north of the Byway, with only turf paths covering the hillside. The southern portion of the cemetery dates to 1858 and complements and contrasts the original section while similarly covering the prominent hillside. This area was listed in the national Historic Register in May of 2001.

Williamstown
Williamstown was incorporated in 1765. It began primarily as an agricultural community with a few gristmills and saw mills located along the Hoosic River and its tributaries. Dairy farming became important in the early 19th century and was followed by the raising of sheep in the later part of the century. The introduction of the railroad in 1858 provided transportation to markets for agricul-

tural producers and led to the establishment of larger local industries, especially textiles in the 1870's.

Downtown Williamstown is dominated by the presence of Williams College, with its 19th century academic buildings of stone and brick. The town and the college were named after Colonel Ephraim Williams, Jr. when he deeded much of his vast land holdings to establish the college, which opened to students in 1793.

Like North Adams, Williamstown has a vast number of historic properties within the Corridor Study Area. The properties found within one block of the Scenic Byway are found in Appendix 5K. There are four National Register Historic Districts in the town, and the Historic Commission has taken the initial steps to nominate a fifth Historic District, the Village Green. In 1998 the town hired consultants to conduct a detailed inventory of the historic properties and the original town common in the downtown area and to prepare preliminary documentation for nominating the area as a National Register Historic District. Documentation of this work can be found in Appendix 5K.

Field Park
Considered to be the western terminus of the Scenic Byway, Field Park is the remnant of the town green that once ran the length of what is now Main Street and originally served as a common grazing area. The park was created in 1878 by Cyrus W. Field and the Village Improvement Society, and owes much of its linear, park-like design to Field's earnest efforts, including the removal of picket fences around each property.

The park, bounded by Routes 2 and 7, is the site of the first and second Congregational meetinghouses and is directly opposite the Fort Hoosac Monument placed in front of the Williams Inn. One of the most striking features of Field Park is the "Regulation House" placed there in 1953 in celebration of the Williamstown's Bicentennial. Over one hundred volun-

teers donated both time and materials to construct the house from local materials, by hand, in the original fashion. It was moved approximately 40 feet to the west in 1996 to its present location.

The Park lies at the western end of the town common, which was laid out in 1750. This town common, a spectacular visual and historic roadway, deserves special recognition for its overall contribution to the character of the downtown area. The Williamstown Historical Commission is greatly interested in designating the Town common as a National Register Landscape. In 1998 the Commission retained Bonnie Parsons and Marla Miller of Pioneer Valley Planning Commission to conduct historic research on the common as a preliminary step towards attaining National Register status. This work revealed that Williamstown is unlike other New England town linear street villages in that its common land is located along both sides of its main thoroughfare. This is outside the norm of setting aside common land as a median area between parallel streets, as in Hadley Center, or setting it aside in an outlying section of town, as in many western Massachusetts towns. Laid out at fifteen rods in width — its 247.5 feet is more than double the width of most other Main Streets — it was nearly forty acres in size. As a result, the buildings are set back from the road, providing continuous open space on either side. In the latter part of the 19th century, town benefactor Cyrus Field spearheaded and financed the movement to plant and maintain expansive lawns and create the present “park-like” effect of the Main Street area.

The interest to recognize and protect this spectacular common is also expressed in the Draft Master Plan for the Town of Williamstown, which is currently being developed. As the town approaches its 250th anniversary, the pursuit of National Register recog-

TABLE 5.7
National Register of Historic Places in the Williamstown Study Area+

Name of Feature	Location	Date of Designation
Burbank, Sherman Memorial Chapel*Pr	605 Main St.	3/6/98, 5/12/99, 9/14/00, 3/6/01
Eastlawn Cemetery*	East Main St.	9/14/00
Simonds, Col. Benjamin House*	643 Simonds Rd.	9/1/83
US Post Office—Main Branch*	63 Spring St.	7/17/86

* NRIND
Pr Preservation Restriction
+ Please note that this is not a complete listing for the Study Area; a more complete inventory is found in Appendix 5A.

TABLE 5.8
Historic Markers found along the Mohawk Trail

Community	Name of Marker	Location
Charlemont	Hail to the Sunrise	Mohawk Park
Florida Elk on the Trail	Whitcomb Summit	
North Adams	North Adams Iron Works	Northwest Main Street
	Soldiers Monument	Monument Square
	WW II Honor Roll	Church Street
Williamstown	Site of Fort Hoosac	West Main St. near Field Park
	Haystack Monument	Williams College

inition is especially timely. The MHC and the National Trust for Historic Preservation are possible funding sources to help the town defray the cost of this pursuit (see the Resources Available for Historic Preservation below).

The Mill Village Historic District

The Mill Village District is located on Cole Avenue and Mill, Arnold and Elm Streets. It was listed in the National Register of Historic Places in 1983. The district contains 43 properties, including a three-story brick cotton mill built in 1866 on the Hoosic River. Called the Williamstown Manufacturing Company, the mill was known locally as the Station Mill because of its proximity to the rail yard, it was in use as a textile mill until

1931 when it was converted to the manufacture of photographic paper. In addition to the mill, there are 24 Greek revival style double tenement houses that were built along with a store, church and a school for the influx of French Canadian immigrants who came to work in the mill.

Williamstown Rail Yard & Station Historic District

Located at the junction of Cole Avenue and North Hoosac Road, the six properties included in this district were listed in the National Register of Historic Places in 1994. The district, dominated by the stone masonry station on the Boston and Maine main line, was built in 1898 to replace a previous wooden structure. It was the only masonry station on the line and its adjacent rail yard just to the northwest was one of the busiest on the line, with freights being laid up for travel through the recently opened Hoosac Tunnel to the east.

By 1753 the first 'road' to cross the Hoosac Mountain barrier was known to be in use by colonial settlers. Prior to this time it was a foot trail only, in use as a travel corridor and trade route between the Hudson River and Connecticut River valleys for approximately 10,000 years. The existing Route 2 carries on this heritage through its auto tourism history and the many unique shops, inns and villages that line its path. Historic Markers along the Byway remind us of that history.

Historic Mills along the Hoosic River

Historically the Hoosic River, which winds its way through Cheshire, Adams, North Adams, Clarksburg and Williamstown, served as a critical source of power for dozens of mills. The majority of the mills that are located along the Hoosic were built between 1850 and 1900, and employed thousands in textile and related industries. The departure of

textile companies from Berkshire County during the latter part of the 20th century led to changes in use and, in some cases, abandonment of old mill buildings. In the Berkshires, as in other parts of the country, there is renewed interest in preserving these historic buildings.

Efforts to redevelop these mills are of interest to the Hoosic River Watershed Association (HooRWA) for a number of reasons. Mill properties on or near the river are often historic and aesthetic assets, but at the same time can pose a potential threat to the river because of possible brownfield problems. Their redevelopment has the potential to benefit the economy and environment of northern Berkshire communities. Once environmental hazards are removed, space is made available for businesses or residences, and the pressure to develop precious open space is diminished.

Conducting the Inventory

As part of a "Communities Connected by Water" grant from the Massachusetts Executive Office of Environmental Affairs, HooRWA contracted with the Center for Ecological Technology (CET) to conduct an inventory of historic mills along the Hoosic River to learn about their current status and potential for redevelopment. CET, together with HooRWA and the Berkshire Regional Planning Commission (BRPC), began their study in October 1999 with the assumption that many of the mills were vacant. Their initial goal was to identify strategies for adaptive reuse.

During the winter and spring of 2000, CET and BRPC gathered information about the current use, ownership status, zoning designation, infrastructure, surrounding land use, possible eligibility for historic designation, and outstanding characteristics of approximately 30 mills. Sources of information included surveys (see Appendix 5L) of historic buildings completed by local historical commissions, town and city assessors offices, water departments and wastewater treat-

ment plant operators, local historians, interviews with mill owners and managers, media accounts of current developments, and feasibility studies conducted during the past 20 or more years.

CET staff visited each mill to photograph the building exteriors, and obtain a general appraisal of building condition. Locations of each mill were mapped using GIS, and building information was entered into a database. The complete list of Hoosic River Historic Mills is found in Appendix 5L.

Occupancy and Current Use

Of the thirty mills identified along the Hoosic River, all but two are partially or fully occupied. Mill owners generally expressed a strong commitment to continuing and expanding the use of their mill buildings. Businesses that occupy the mills are extremely diverse and include manufacturers of specialty papers; cultivation of mushrooms; a contemporary art museum and performing arts center; commercial linen supply; financial consulting services; appliance sales and service; self-storage companies; a church; electrical and mechanical contractors and supply; residential units; medical offices; art gallery and space for artisans; internet companies; incubator business space; wholesale distributors; and a variety of other office, retail, commercial and industrial space.

Condition

The quality of the mill structure is among the most important elements to be taken into account in planning a redevelopment strategy. The physical condition of mill buildings in the study ranges from excellent to very poor, and the majority of buildings appear to be in fair to good condition. Due to limited time and resources, the project staff have been unable to assess the structural soundness of mill buildings or determine compliance with regulations such as the Americans with Disabilities Act and OSHA standards. Mill owners noted that one of their

greatest challenges is keeping a sound roof on a building with a footprint in excess of 100,000 square feet.

Zoning and Surrounding Land Use

Most of the mills are zoned for industrial use. However, in many instances the dominant land use surrounding the mills is commercial and residential, and the mill itself is the only industrial building in the neighborhood. There may be instances where it would be beneficial to seek zoning designations that allow a wider range of redevelopment options, such as a mix of retail and residential space.

Historic Designation

A limited number of mills along the Hoosic River are listed on the National Register of Historic Places and/or are part of a historic district. The majority of mills were built in the 19th century. Listing on the State and National Register could open up funding opportunities for mill redevelopment and preservation. All buildings included in the study are considered “historic” under the River Protection Act and are exempt from riverfront area restrictions but not from wetlands or floodplain regulation.

Infrastructure

All mills have access to water and sewer. The wastewater treatment plant serving Williamstown and North Adams is at capacity, but is not considered a limiting factor when planning enhanced use of existing buildings. There are some instances where available parking could be a limiting factor in determining redevelopment strategies. Two mill owners expressed interest in redeveloping hydroelectric capacity at their sites.



Panoramic postcard of the Hairpin Turn c. 1921. Photo courtesy of Wayne Caneday.

Auto Tourism and the Mohawk Trail

Perhaps the most famous period of history for the Scenic Byway is that of the Automobile Touring Era. The Mohawk Trail has been in use for wheeled transportation since 1753, and as a foot trail for much longer, but it was the invention and wide availability of the modern automobile that the most profound changes were wrought, and the Mohawk Trail emerged as a popular auto touring route during the early 20th century.



Roadside stone walls were dismantled for the original roadbed of the Mohawk Trail in Florida. Photo courtesy of Mr. & Mrs. Stanley Brown.

Consequently, the Byway remains rich in historic structures that were constructed for tourism. Arthur Krim, an historian and consultant, completed a preliminary inventory and report of these structures, Mohawk Trail Early Automobile Corridor Preliminary Survey Plan, for the Massachusetts Historical Commission in 2001. This inventory focused primarily on the section of the Byway between Greenfield and Florida, only lightly touching the sections in North Adams and Williamstown. In this report, the roadway features, statutes and architecture was classified into three historic periods: 1) Early Auto Period (1914-1920), 2) Auto Tourism Period (1921-1941) and 3) Modern Highway Period (1942-1965).

Construction of the new roadway was begun during the summer of 1912 with an initial \$75,000 appropriated by the legislature. The location of the existing Mohawk Trail was altered somewhat, ascending from the east via the Cold River Gorge instead of following the original Stagecoach Road up the Deerfield River valley and thence up the sheer side of Hoosac Mountain. This route is seven mile longer, but offers a less steep slope. Solid ledge was blasted with dynamite, hewn by hand, and hauled away by horse and cart. The roadway was paved with crushed stone (graded gravel) taken from the original excavation of the Central Shaft for the Hoosac Tunnel, spread with a layer of oil on top. Wooden rail-

*Brown's Garage, in Florida,
c. 1923, 1945, 1999
Photos courtesy of Stanley Brown.*

ings and rock cribs were constructed along the slopes, with many of the rocks being taken directly from stone-walls of the surrounding area. This helps to explain why there are no stonewalls, typical along many New England roadsides, along the Scenic Byway (Brown 2001).

This section of the Scenic Mohawk Trail extended from the Deerfield River in Charlemont, up and over the Eastern Summit and to Whitcomb's Summit in Florida, across the upland to the Western Summit, and then down and around the Hairpin Turn to the base of Hoosac Mountain in North Adams to the west. A concrete bridge was constructed over the Deerfield River and two massive rock cuts were engineered, one through the Cold River Canyon in Florida, the other at the Hairpin Turn in Clarksburg/North Adams.

The first car to drive over the new road did so on June 5, 1914. It was owned and driven by Charles Canedy, a local photographer for *The Transcript* and a Mohawk Trail entrepreneur. The completed highway was officially dedicated at a ceremony at Whitcomb Summit on October 22, 1914 with a crowd of approximately 1,800 people in attendance. This crowd proved to be only a fraction of the highway's users. By October 1915, the following year, there was an estimated 350 cars traveling the highway every hour at the peak of the tourist season (Brown 2001). The section of the road from Charlemont to Greenfield primarily followed the old trail, but improvements to the area between Greenfield Mountain and Shelburne included the opening of a concrete cement highway in 1921.



The period from 1914 to 1920, was defined as the Early Auto Period by Arthur Krim. The beginnings of a tourist trade that flourishes today began in these early years. The opening of Charles Canedy's "The Summit House" in 1914, a small shop at the highest point along the Mohawk Trail at Whitcomb's Summit, began this trend. Here Canedy sold banners, postcards, popcorn, and picture books (from his own photography) very successfully. Soon thereafter he opened an additional shop at the Hairpin Turn to the west, and within 4 years he had rebuilt the shop at the Whitcomb Summit, replacing the original structure with a shop of 15' x 30'. He also erected a few overnight cabins for his regular customers at both Whitcomb Summit and the Western Summit. It was Canedy's belief that these were Summit and was followed by the 1932 dedication in Mohawk Park of the statue "Hail to the Sunrise".

During the development of this Corridor Management Plan, Stanley Brown, lifelong resident of Florida, third generation business owner and local Historic Commissioner, provided BRPC and FRCOG with a num-

ber of photographs and articles about the Mohawk Trail, as well as providing invaluable first hand knowledge of the road and its character. The family business, like many along the Byway, evolved during the Auto Touring era, as can be seen in the photographs on the previous page.

The high traffic volumes took a heavy toll on the condition of the road, and by the late 1920's it was badly in need of repair, being described in the North Adams Transcript as an "...old hardpan road, with rough and irregular gravel and cold oil surface.... a narrow, sinuous, winding, slimy-surfaced highway, bad to travel in bad weather, and none too good in good weather." Reconstruction began in 1927 with the straight areas being widened to twenty-four feet, the curves widened to thirty feet, and a new paved surface of the most modern bituminous material available, all for a mere one million dollars (Marino 1998). The rededication and grand opening ceremony on September 28, 1929 was once again held at the Whitcomb Summit, a gala event hosted by Former State Senator George Hastings and drawing several thousand more people than the original opening 15 years earlier.

Although the Great Depression of the 1930s affected tourism, several motel cabin complexes were constructed or expanded in the 1930s. Those that still exist today are in Shelburne Center, East Charlemont, Mohawk Park (Charlemont), and at the Whitcomb and Western Summits. Also related are the original log cabins built at Mohawk State Park between 1935-1936 by the Civilian Conservation Corps (CCC). Also listed as constructed in the 1930's was a souvenir shop at the Indian Plaza in Charlemont and the Shelburne Country Store. In Williamstown, the Howard Johnson's restaurant, now remodeled as a bank, still retains its original 1938 weathervane in the Pie-man form. Additionally, many small farm and souvenir stands sprang up along the corridor as seen in the documentary photos.



A historic view of the Trail.



Opening the Trail with shovels, 1926. Photos courtesy of Stanley Brown.



Routine maintenance of the road during the early years was the responsibility of the towns. Winter maintenance was difficult at best. Locals generally completed the snow removal shoveling the road by hand. This was a particular problem on the steep section from Florida to the Western Summit, where the plow from North Adams stopped. Due to the severe conditions, the road was often closed for several days or weeks. However, by 1930, Florida had purchased a tractor-crawler for snow removal, bringing snow removal time to a mere two

to three days. It was not until the late 1930's or early 1940's that the state took control of the regular maintenance, and it was yet another few years before trucks with plow attachments were used routinely (Brown 2002).

Even with the difficulties of keeping the roads clear in the winter, there was other activity along the Byway. Downhill skiing was starting to take hold, especially with the advent of the rope tow. In the early 1930's, Donald Canedy built the area's first rope tow and Mohawk Trail

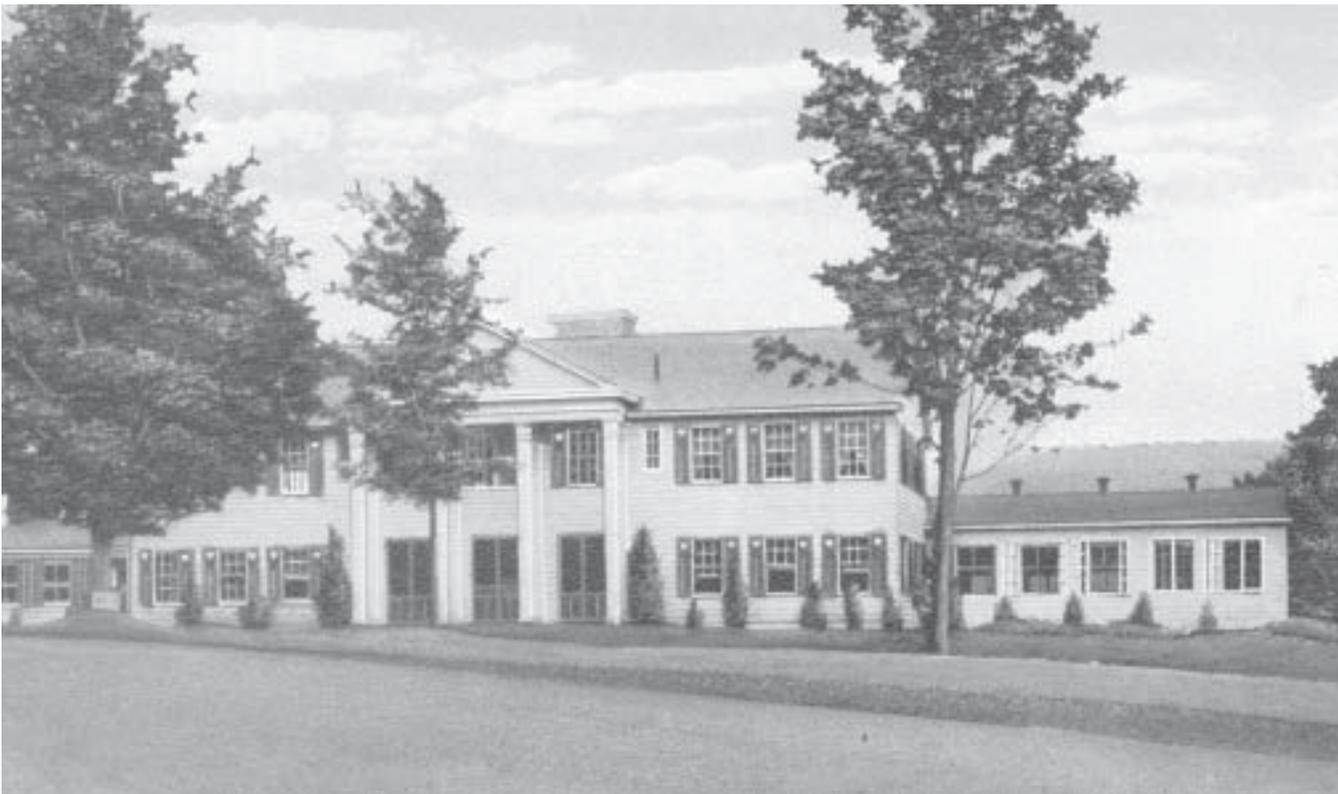
Hill began operation in Florida, only to close because of the beginning of World War I. It never reopened due to costs associated to upgrade the facility. Also, a severe hurricane in September 1938 was responsible for a fire that demolished the two-story building at Whitcomb Summit. Resultant heavy flooding caused extensive landslides on the roadway east of Whitcomb's Summit, effectively closing the road for the better part of the following winter. The building was restored as a single story structure, however it did not fully operate again until after the Second World War.

According to Krim, the buildings constructed during the Modern Highway Period of 1941-1965 included the Mohawk Trading Post in Shelburne (1952), the Big Indian Shop in Charlemont (1954), the Lookout Tower at Greenfield (1952), and the former Lookout Tower base at Whitcomb's Summit in Florida (1952). Other buildings from this period included several the following restaurants: the Howard Johnson's in Greenfield (the last operat-

ing Howard Johnson's Restaurant in Massachusetts with its original 1938 neon sign until it was torn down in June 2002), the Duck Pond and Gould's Sugar House in Shelburne, the Golden Eagle in Clarksburg at the Hairpin Turn, and the Friendly's in North Adams. Unfortunately, the Howard Johnson's Restaurant in Greenfield was closed and demolished in June 2002.

Mr. Krim identified 44 properties as significant to the auto touring era and recommended that the communities work to complete Mass. Historical Inventory Forms for each. In addition, he recommended that detailed research be conducted for 10 of those, as he feels they are eligible for National Register consideration. These properties are included in Table 5.9. The complete list of properties he surveyed is included in Appendix 5M. Other may well be eligible, and it is understood that several structures in the North Adams and Williamstown area have not been examined for significance to the Auto Touring Eras. Both of these areas may hold

A Historic Postcard of the Sweetheart Restaurant in Shelburne.



extensive resources, particularly for the Modern Highway Period.

Mr. Krim identified a number of historic resources of importance to these periods, but also recommends that a more intensive survey be conducted in order to determine the exact dates of construction, original architects, and builders of several of the cabin complexes from the Early Auto Period, and Auto Tourist period. He also recommends ascertainment of files from the Massachusetts Highway Department for the original construction engineering of the Mohawk Trail, especially the 1914 road cuts in the Cold River Gorge and Hairpin Turn and the use of concrete guard rails for original sections of roadbed in Shelburne and North Adams, some of the earliest surviving sections of the Mohawk Trail (Krim 2001).

As a follow-up recommendation, Mr. Krim suggests that the next phase of study for the Mohawk Trail Corridor, should consider Auto Touring Era properties to the east and west of the boundaries of this study. He suggests extending the area of study to include the Route 2 in Erving, and along Route 2A in downtown Greenfield as there are several Auto Tourism filling stations and souvenir shops in that area. Inclusion of several Modern Highway period structures in along Main Street in Williamstown is possible if the termination date of 1965 for this period is extended to 1970 or even 1975. Additionally, there are some Early Auto period garages and motels in Greenfield, North Adams, and Williamstown that were not considered in the preliminary survey. Expanding the regional and temporal boundaries of the Mohawk Trail Survey would likely involve an additional 15-30 properties of potential historic significance to the Mohawk Trail Early Automobile Corridor (Krim, 2001).

The work required to maintain and restore historic properties inevitably falls to individual property owners. A number of historic properties from the

Auto Touring Era along the Byway are deteriorating from a lack of general maintenance and are no longer economically viable. Unfortunately, there are few preservation programs that provide financial assistance to private for-profit property owners. Therefore, local communities should actively work with private owners of Auto Touring Era properties to identify ways to help them meet the financial demands of maintaining or restoring these historic properties. After all, the community as a whole benefits from the existence and success of these properties as tourist businesses. Local historical commissions could actively work with private owners to identify ways to meet the financial demands of maintaining or restoring historic properties. At this time, the only financial incentive to rehabilitate commercial historic properties is the Federal Tax Credit, which is described below. There is a local tax abatement program that is available in Massachusetts, but only residential properties are eligible.

Resources Available for Historic Preservation

Local and State Informational Resources

Local historic commissions can provide important support and assistance to willing private property owners. Local historic commissions can sponsor a specially designed training program for private property owners educating them about preservation options. In addition the MHC currently conducts a program called "On the Road," which is an educational program where knowledgeable staff visits the local communities and provides hands-on information on historic preservation. The meetings are usually

informal, with much of the time devoted to answering questions that are of interest to the local communities.

National or State Historic Register Listing

The National Register of Historic Places is a listing of buildings, structures, sites, objects and districts significant in our nation's history, culture, architecture or archeology and that are worthy of preservation. It is a federal designation, administered by the Secretary of the Interior through the Massachusetts Historical Commission as the State Historic Preservation office. Listing in the National register provides formal recognition of the property's significance, tax incentives for owners of income producing property and limited protection from federally funded, licensed or assisted projects. A listing on the National Register can provide some exemptions from the state building code. A National Register listing does not limit the owner's use of the property.

Local Historic Districts

A local historic district can be created to preserve significant historic structures and to encourage the builders of new structures to choose architectural designs, which complement the historic setting. A local historic district requires review by a historic district commission of any exterior alteration to buildings and structures visible from the public way. Although historic districts can be controversial, they are not unduly burdensome considering the level of security provided to all of the residents and property owners in the area.

Local Historic Districts offer the strongest form of protection for the preservation of historic structures. The first local historic districts in Massachusetts were established on Nantucket and Beacon Hill in 1955. Since then, over 220 local historic districts have been established in Massachu-

setts. Local historic districts can be credited with saving numerous historic communities from inappropriate alteration and demolition.

In a local historic district, any proposed changes to exterior architectural features visible from a public way are reviewed by a locally appointed Historic District Commission. For instance, if a building addition was proposed in a local historic district, the property owner would submit an application to the Historic District Commission. The Historic District Commission would hold a public hearing and make a determination on whether the new addition was appropriate. If the addition was appropriate, the Historic District Commission would issue a Certificate, allowing the work to progress. Many Historic District Commissions have prepared Historic District Design Guidelines that clarify how proposed projects should respect the existing historic character.

In a local historic district, there is no review of interior features. In addition, a variety of exterior features are often exempt such as air conditioning units, storm doors, storm windows, paint color and temporary structures. The decision on which features are exempt from review depends on how the local bylaw is written.

According to M.G.L. Chapter 40C, the first step in the creation of a local historic district is the appointment of a Local Historic District Study Committee by the Board of Selectmen. The basic steps of creating a local historic district are outlined in the flow chart on the opposite side. For a list of local historic districts in Massachusetts, contact the Massachusetts Historical Commission for a copy of *Preservation through Bylaws and Ordinances*.

Note that there is a big difference between a National Register District and a Local Historic District. For a brochure entitled "There's a Difference" contact the Massachusetts Historical Commission.

Corridor Protection Overlay District

Corridor protection bylaws offer another method of protecting a transportation corridor from inappropriate development. These bylaws are often implemented as an overlay district.

Preservation Restrictions

Since a local historic district only assists in the preservation of exterior features visible from the public way, a community may want to work with the owner on implementing a preservation restriction. A preservation restriction is a legal agreement between a property owner and another party, usually a non-profit organization or government body. Such an agreement “runs with the land” governing the use of the property by current and future owners. For the owner of a National Register listed property, a preservation restriction may qualify as a charitable tax deduction. It also may reduce the assess value of the property, resulting in property tax savings. For the community, the preservation restriction is a very effective method of preserving the structure both inside and out as well as the setting.

Grant Funding

The MHC sponsors two grant programs to help communities and nonprofit organizations conduct historic preservation projects. The first MHC program, Survey and Planning Grants, provide 50 percent matching federal funds for the preparation of community surveys, preservation plans, preparation of historic district studies and legislation, archaeological surveys, nominations to the National Register, and educational preservation programs. Eligible applicants are local historical commissions, Certified Local Governments, local and state agencies, educational institutions, and private organizations. Projects eligible for this funding include completion of cultural

resource inventories, nominations of properties to the National Register, completion of community-wide preservation plans, public relations brochures and other innovative planning projects.

The Mohawk Trail Early Automobile Corridor Preliminary Survey Plan provides a comprehensive sequence of event that took place during the development of the highway. The report also identified the most significant surviving historic features from the Auto Tourism Era from 1914 to 1965. The relatively small number of properties listed in the final recommendation for further survey indicates that more in depth survey and recognizance work for the Mohawk Trail Early Automobile Corridor could be completed with a relatively modest budget. Further research and reporting could be conducted in order to complete the Massachusetts Historical Commission’s inventory standards. The MHC Survey and Planning Grant program would be an appropriate funding source to conduct such an inventory and prepare National Register nomination documentation.

The second MHC program, the Massachusetts Preservation Projects Fund, provides 50 percent matching grants to qualifying properties listed on the State Register to ensure their physical preservation. Monies are available for the restoration, rehabilitation, stabilization, and documentation of historic and archaeological properties owned by municipalities or nonprofit organizations. A highlight of this unique program, the first of its kind in the nation, is the option applicants have to apply for up to 75 percent of the total project cost if they are willing to commit an additional 25 percent toward an endowment fund for long-range preservation and maintenance of the property. Scopes of work for projects range from the acquisition of an endangered property, to the restoration of an historic building, to research projects such as historic structures reports, archaeologi-

MAJOR FINDING



The history and architecture of the Auto Touring Era has not been adequately documented and many buildings are in danger of being lost through neglect.

TABLE 5.9

Auto Touring Era Properties Recommended for National Register Consideration (Krim 2001)

Resource	Town	Date	Period
Whitcomb Summit Cabins	Florida	c. 1925	Early Auto
Cabins at the Wigwam at the Western Summit	North Adams	c. 1916/1930	Early Auto
Indian Plaza	Charlemont	c. 1930	Auto Tourist
"Hail to the Sunrise" Statue	Charlemont	1932	Auto Tourist
Mohawk Park Cabins	Charlemont	c. 1930	Auto Tourist
Whitcomb Summit Complex	Florida	c. 1915–1955	Auto Tourist
Longview Gift Shop	Greenfield	1922	Auto Tourist
Wigwam Gift Shop	North Adams	c. 1924	Auto Tourist
Sweetheart Tea House	Shelburne	c. 1922	Auto Tourist
Former Howard Johnson	Williamstown	1938	Auto Tourist

Source: Mohawk Trail Early Automobile Corridor preliminary Survey Plan, completed by Arthur Krim for the Massachusetts Historical Commission, September 2001.

cal data recovery projects, or study of innovative preservation techniques. Unfortunately, the state has not funded this program for the last two years.

The National Trust for Historic Preservation offers financial assistance to communities and nonprofit organizations to conduct a variety of historic projects. The Preservation Services Fund provides matching grants of up to \$5,000 (typically from \$1,000 to \$5,000) for preservation planning and education efforts. Funds may be used to obtain professional expertise in areas such as architecture, engineering, preservation planning, land use planning, fund raising, organization development and law as well as preservation education activities. The Cynthia Woods Mitchell Fund for Historic Interiors offers up to \$10,000 for consultants with expertise in the preservation field to plan, conduct architectural research and material investigation. The Johanna Favrot Fund for Historic Preservation provides up to \$10,000 for professional advice, conferences, workshops and education programs. It provides up to

\$25,000 in matching funds, though awards are usually \$5,000 to \$8,000.

The only grant programs that offer assistance to private for-profit owners are the Cynthia Woods Mitchell Fund and the Johanna Favrot Fund, and then it is open only to owners of National Historic Landmarks, none of which exist along the Scenic Byway.

Federal Credits

This is the only financial assistance available to both residential and commercial private property owners. The Under the Federal Rehabilitation Tax Incentive Program, owners of property that are listed on the National Register or are within a National Register Historic District may deduct 20% of the cost of a major restoration project on their taxes. Restoration must be significant, exceeding the greater of the adjusted basis of the buildings or \$5,000, and work can be phased over a five-year period when there are architect's drawing and specification prepared for the work. Restoration work must follow the Secretary of the Interior's Standards. The program is administered through the Massachusetts Historical Commission (MHC). Currently, none of the privately-owned tourist businesses of the Auto Touring Eras are listed on the National Register, but Krim has identified several properties that are likely candidates for nomination. Once again, the MHC Survey and Planning Grant program would be a likely funding source to proceed with several nominations. A 10% tax credit is also available for buildings that are not listed in the National Register but were built before 1936.

Local Option Property Tax Assessment program

In 1996 the state legislature enabled local communities in the Commonwealth to establish the Local Option

Property Tax Assessment program. This provides tax savings to historic property homeowners who rehabilitate their property according to appropriate standards. Property taxes are abated by the community and phased back in over a five-year period. So far the only communities to enact the program are Chelmsford, Foxboro and Ludlow. MHC can be contacted for more information.



Deteriorating motel cabins at Whitcomb Summit, Florida

ISSUES AND RECOMMENDATIONS

Issues

- There are few locations along the Byway where the traveling public can access historical information on the Byway Corridor.
- There is little indication along the majority of the Byway Corridor of the significance of the route as an historic Native American travel and trade corridor.
- There are several historically important locations along the Byway that lack historic markers. Such locations include: the Hoosac Tunnel, located 1000 feet below the Mohawk Trail in Florida; the cemeteries in Charlemont that have historically significance; and other historically significant houses along the Byway.
- Several historic mill structures do not have any designation for the public view.
- The natural (glacial potholes) and cultural (extremely significant fishing area for Native Americans and European Settlers) elements of Shelburne Falls/Salmon Falls area are not highlighted.
- Numerous bridges and historic structures are not distinguished for easy public reference.

- None of the private properties from the Auto Touring Era are on the National Register of Historic Places.
- Many of the historic Auto Touring Era structures are in disrepair and not designated for the public view.
- There are limited preservation programs available to help private, for-profit business owners maintain or restore their historic properties. A concerted effort needs to be made to assist private owners to secure grant funding, tax incentive and any other financial benefits available.
- The history of the Byway as an auto-touring route has not been compiled in a comprehensive manner.
- Many structures from the Auto Touring Era are in danger of being lost due to a lack of financial viability and the need for repairs.

Recommendations

- Communities should actively work with individual property owners to determine significant historic structures and develop plans to assist in their restoration and/or preservation. Sponsoring a MHC “On the Road” workshop would be a logical first step to identifying ways to help private

property owners maintain historic structures and landscapes.

- Increase the number of informational kiosks at strategic locations to make more historical information available to the public. Several issues could be addressed in this manner, including the following:
 - Stressing the Native American significance of the Byway Corridor as an important route.
 - Historic information on the Auto Tour Era as pertinent to specific locations.
- Install individual historic markers for specific locations could be placed for public benefit, particularly along the following: (markers and signs should be of a uniform nature to allow for consistency throughout the Byway Corridor)
 - Salmon Falls in Shelburne Falls for the potholes and the cultural significance.
 - A marker on the Mohawk Trail in Florida designating the location where the Scenic Byway passes over the Hoosac Tunnel.
 - Historically significant cemeteries along the Byway.
- Install markers or signs for individual structures of historic significance

along along the Corridor such as bridges, houses, and cemeteries. Of particular importance are the two large mills that the Corridor funnels through on the eastern approach to North Adams. This could be incorporated into a general upgrade of the Eastern Gateway approach to the city.

- Implement a plaque program along the Byway in order to recognize the owners of historically significant Byway structures and also to educate the public about the architectural resources along the corridor.
- A local Historical Commissions (such as the town of Charlemont or Florida) could take the lead and sponsor an educational meeting to be conducted by the Massachusetts Historical Commission under their "On the Road" program. This meeting would be intended to provide information to the Byway communities about tools and methods for preserving their historic resources. The information would be specifically targeted to the Byway communities and particularly resources to properties that are privately owned.
- Support the implementation of preservation restrictions or conservation restriction on historically significant structures along the Byway. Work with willing land owners to permanently protect important historic resources.
- Assist Williamstown in the process of establishing a Town Common National Historic District.

- Work with the towns of Shelburne and Buckland to expand the Shelburne Falls Nation Historic District.
- In follow-up to the Auto-Touring era architectural survey report completed by the Massachusetts Historical Commission, work with willing property owners to seek grant funding for survey grant funding to complete the National Register nomination packages for the properties recommended for listing.

- Work to protect and preserve important archeological sites along the Byway.
- Encourage local historical commissions to alert and educate property owners to the federal tax credits that are available for restoration work that occurs on properties listed on the National Register of Historic Places.



The Howard Johnson's Restaurant in Greenfield was demolished in June 2002. The building had been recently recognized as the last remaining Howard Johnson in Massachusetts with its original architecture as an auto-touring era architectural resource.