

# CHAPTER 5: HISTORIC RESOURCES—HAMPSHIRE COUNTY

## Introduction

Since much of the significance of the Route 112 Scenic Byway comes from its historic buildings, structures, sites and landscapes, the Corridor Management Plan includes an historic preservation planning component. The real questions that the Corridor Management Plan wants to extract for a community in terms of its history are contextual. Where does each resource fit into the history of the town? What can it tell us about the past? The answers to these questions can provide new information for Byway communities, and also provide a foundation for interpretive material for visitors. The inventory of the historic resources in this chapter undertakes this exploration. Findings and recommendations at the end of the chapter identify tools that will help preserve the most important, most typical, and most unique among the historic resources.

Each of the communities along the Byway has prepared Massachusetts Historical Commission inventory forms for its community. Those forms, in most cases, provide basic information on a building or structure: its architectural description and its historical narrative. The Corridor Management Plan makes use of those forms and adds what may not yet have been covered along the roadway in question. The result is a regional history and an inventory through the perspective of the Byway. Following is a narrative history of the Hampshire County section of the Byway, then a more detailed history of each town with examples of its important resources within the Byway corridor from the major periods of history and architecture. The map accompanying this chapter for Hampshire County identifies the locations of historic places in the Byway corridor. Appendix D lists significant National Register Historic District Properties

## Common Historical Threads

The histories of the towns along the Hampshire County section of the Route 112 Scenic Byway have many commonalities. They were settled relatively late by the English who struck out from Cape Cod and other eastern settlements, and from towns in the Connecticut River valley to find plentiful cheap land. What these early settlers found was a less-forgiving landscape than either the Cape or the Connecticut River valley, though there were many fertile plateaus and ample water. They also found a series of trails to get into the region, trails that had been laid down by Native Americans who came to the region only for hunting and fishing but not to settle. While settlement slowed during King Philip's War (1675-1678) and the subsequent French and Indian wars that lasted until 1763, there was not to be the conflict and displacement of the original inhabitants that took place elsewhere in western Massachusetts.

Development of the towns along the Byway differed from the earlier 17th century settlements. Unlike the Connecticut River towns, for instance, that were laid out as linear street villages in the 17th century, the hilltowns were surveyed, platted and sold by investors and speculators to settlers who bought the acreage that they liked and could afford, which meant that settlement was dispersed throughout the townships. The oldest buildings in the towns along Route 112 are not necessarily in an original center, but are scattered throughout the towns along their oldest roadways. As most of Route 112 follows established paths, some of the towns' oldest remaining houses are to be found along the Route 112 Scenic Byway.

The four Byway towns of Hampshire County were settled in the 18th century and by the Revolutionary War. These early residents willingly took part as militia volunteers or as Minutemen. The recent nature of settlement, however, meant that families suffered greatly when their men were gone for long periods of time. Their farms were still developing and there was not yet a well-established community network to offer the financial support that older communities could afford. After the war, the returning men simply had too much to do to involve themselves in further conflict, so Shays Rebellion and the War of 1812 were of little interest to Huntington, Worthington, Cummington, or Goshen residents.

The population of the four towns along Route 112 rose slowly after the war and peaked by the 1850s. There were small water-powered industries in every town and grist mills and sawmills evolved into mills manufacturing implements, wood products, even textiles and paper. The hilly landscape provided the drops, or falls, in streams that were needed to power machinery, but growth of manufacturing was limited by the stream size – they were never to rival a Holyoke or even a Haydenville, for instance. The landscape also limited industrial growth by being so unaccommodating to the railroad. Only Huntington with its mileage along the Westfield River valley was served by a railroad. Small industry persisted through the 19<sup>th</sup> century but without rail transportation these towns could not compete with the urban centers of Massachusetts. The solution for Hampshire County manufacturers was always to keep a hand in farming. Farming, and especially dairy farming, was the economic base for most manufacturers and storekeepers, for tanners, ministers, teamsters and carpenters, among the many other occupations of the people who lived in the hilltowns and along Route 112.

With neither growing industry in need of workers nor rich agricultural land in need of farm laborers, the towns along the Byway, did not attract immigrants to their communities during the late industrial and early modern periods. With no influx of new populations from abroad, the hilltowns changed little during a period in which the Connecticut River valley towns, for example, were growing richer in cultures, building new homes and expanding their economies. Conversely, the rural agricultural nature of the towns along Route 112 persisted, and their populations steadily declined. The only partial exception to

these demographics was Huntington, which with its railroad, continued to maintain a modest industrial base, though its population continued to fall after 1900.

The last common thread that the histories of the towns shared into the middle of the 20th century was that they all turned their lack of development to an advantage, becoming summer destinations for city dwellers from as far away as Boston. According to local histories, from the turn-of-the-century, inns, hotels, taverns and rooms in farmhouses were filled with people who cherished the clean air, fresh food, scenic beauty, and recreational possibilities. These qualities are much of what makes Route 112 a scenic byway today.

Even though the towns have many historical trends in common, they have their distinguishing individual qualities that deserve description too. The following sections summarize each Byway town's history and architectural assets.

## **Historic Inventory by Town**

### ***Goshen***

#### Contact Period and Plantation Period (1500-1675)

Prior to settlement by the English, the area of Goshen is thought to have been a resource area for Native Americans from the Connecticut River valley known as the Norwottucks. That is, the Norwottucks came up to Goshen for seasonal hunting and fishing, but maintained their settlements in the valley. One of their primary legacies to the town was the product of this travel: two overland routes. One was the east-west route that connected the Connecticut River valley with the Berkshire uplands and eventually became Route 9. The second route was the north-south roadway that became Cape Street or Route 112. Route 112, as it extends along Cape Street then overlaps Route 9 west to Cummington, is part of the Native American trail system dating from ca. 1500-ca.1761 when English settlers first arrived in Goshen and established these two trails as their division highways.

#### Colonial Period (1675-1775)

The town of Goshen was incorporated in 1781 but had been pieced together from sections of Chesterfield in various transactions over many decades of the 18<sup>th</sup> century. In brief, its northern section was known as Chesterfield Gore and the southern section was part of Chesterfield town. The two were joined and called Chesterfield Gore in 1763. A small area in the northeast was annexed from Conway in 1765, and then the whole was given status as a district in 1778.

From 1761 to 1775, a short portion of the Colonial Period, Goshen settlement was sparse, and due to the manner in which the land was laid out, it was also dispersed. Agriculture was the activity most everyone engaged in, though lumbering, running mills and at least one tavern supplemented settlers' work. There are no remaining buildings from this period

along the Byway. At 140 Ball Road, just outside the Byway corridor, is the **Christopher Banister House, ca. 1770**. It is a Cape Cod form house with gable end jetties, and is thought to be Goshen's oldest house.

#### Federal Period (1776-1830)

One of the first buildings to go up after the Revolution in Goshen, was the **Williams Tavern of 1779, 2 Williams Drive**, set as were so many taverns at the intersection of two roads, in this case Routes 9 and 112 (Cape Street). In the 1820s, it was moved closer to the intersection and expanded. This is a fine Federal style building with a long history of use as tavern, store, and post office and in the late 19th and early 20th century as a summer hotel.



*Williams Tavern*

Goshen built its meetinghouse in 1782 and the center grew up around it during the Federal Period. **Goshen Center**, although it is slightly outside the Byway corridor, contributes to the Byway's cultural significance. Also outside the corridor is the oldest house in Goshen, now owned by the Hampshire County Riding Club and located on Ball Road. At **165 Cape Street**, set back from the road is a fine Federal style farmhouse, the **Jonah Williams House, of 1816**, which together with its side hill barn that dates after 1850 represent the strength of Goshen's agriculture through the first half of the 19th century.



*Jonah Williams House and Barn*

Slightly later in date is the **Colonel Luther Stone House-Lithia Post Office, 1816**, at the corner of Route 9-112 and Spruce Corner Road. The small Cape-Cod form house is Federal in style and represents the modest architecture that dominated much of western Massachusetts through the 19th century. It served as a post office from 1898. The name Lithia was given to this neighborhood in 1898, and refers to lithium mineral deposits that were known to exist there.



*Colonel Luther Stone House*

#### Early Industrial Period (1830-1870)

Goshen started losing population after 1800 and continued to do so until 1920. The Early Industrial Period from 1830-1870 understandably saw little industry in the town. There were a few manufacturers of wooden implements – broom handles, sleds, wooden bowls, and ladders were produced. Two of the buildings on the Byway that were constructed during this time were the **Packard-Chilson House of 1853 at 126 Berkshire Trail** and the **Parsons House of 1858, 164 Berkshire Trail**.



*Packard-Chilson House*



*Parsons House*

They are both Greek Revival in style but the Packard-Chilson House is a center chimney Cape and the Parsons House a gable-and-wing form house that was an innovation in planning at the time it was built. Both have broad Greek Revival door surrounds. Early owners of these houses farmed and supplemented their incomes with work building spinning wheels and building roads for the town. The **house at 2 Cape Street** dates from this period and is Greek Revival in style as well. Typical of the farms of the period that have added barns and outbuildings over time is the **David Carpenter** farm, now the George Judd & Sons Goshen Stone company, at **145 Berkshire Trail** whose ca. 1843 house and later barns were placed to form an extensive barnyard.





*David Carpenter Farm*

### Late Industrial Period (1870-1915)

At the beginning of the Late Industrial Period in 1870 Goshen's small manufactories continued making a few wood products, but the majority of its citizens were farmers. By the end of the period a new activity was brought by summer guests who took short vacations in the country from Connecticut River valley cities and from as far away as Boston. They stayed in local farmhouses, which took in boarders, as well as a few resort hotels that were built. Guests stayed at the **Williams Tavern**, and small businesses grew up like the two buildings at **166 Cape Street, ca. 1900**, which represent summer tourist trade stores.



*Early 20th C. Stores*

One of the most stylistically interesting houses of the period on the Byway is the rare Shingle Style **Rev. Henry Goodwin Smith House at 42 Cape Street, 1901**. The architect was Warren H. Conover of New York City. Behind the house is the property's original 100' long two story barn, ca 1860.



*Rev. Henry Goodwin Smith House*

#### Early Modern Period (1915-1940)

Goshen's population declined only slightly during the Early Modern Period. People continued to come as summer guests and in 1929 they had a new destination when the Massachusetts Daughters of the American Revolution bought 1,020 acres of land on the Byway and donated the land to the state for a wildlife sanctuary. When additional land that included the Upper and Lower Highland Lakes was added, it became the **DAR State Forest, Cape Street**. During the Depression, the Civilian Conservation Corps built roads, bridges and camp structures in the park, many of which stand today and were made part of the town's Massachusetts Historic Commission inventory in recent years.



*CCC-constructed Building and Dam*

Deposits of a stone in Goshen that was particularly fine for landscaping allowed several farmers to quarry along with their farming since 1938. The George **Judd and Sons Goshen Stone Company**, farmhouse ca. 1843 at 145 **Berkshire Trail** is a good example of this practice.



## *Cummington*

### Contact Period and Plantation Period (1500-1675)

Prior to European settlement, during the Contact Period (1500-1620) and the Plantation Period (1620-1675) the area of Cummington is thought to have been a resource for Native Americans from the Connecticut River valley, the Norwottucks who most likely fished in the Westfield and Swift rivers, raised crops along their banks and hunted in the surrounding hills. The Westfield River valley may have served as an east to west connecting road from the Connecticut to the Housatonic River valleys, but there is no historical evidence. As European settlement grew in the Connecticut River valley, it is probable that Native American seasonal settlement increased in Cummington.

### Colonial Period (1675-1775)

Cummington was incorporated in 1779, but it was first surveyed in 1762 as Plantation Number 5. During the Colonial Period, Route 9/112 became a secondary east-west corridor, with the primary roadway on the north side of the Westfield River, rather than its present route on the south side. A group of investors in 1762 bought the Plantation #5 and laid it out in lots according to a grid pattern. Roads today remain from that original grid among them Route 112 where it follows West Cummington Road. Within three years there were about eight families who had settled, not on the river but in the uplands crossed by Route 112. Plantation Number 5 included what are now Plainfield and a part of Goshen. It appears that there are no houses from the Colonial Period that remain along Route 112.

### Federal Period (1776-1830)

The Federal Period saw a major shift in settlement and roads in Cummington. The major east-west corridor shifted from Stage Road, which is north of the Westfield River, to Route 9 and Routes 9/112 where they overlap on the south side of the Westfield River. The shift was precipitated by the development of mills along the river and the consequent settlement that grew up near them. Main Street Cummington Center and West Main Street in West Cummington were at that time the main travel corridor and developed as Federal and Greek Revival villages. West Cummington is an architecturally rich village. It is beyond the Route 112 corridor but a side trip for visitors is recommended.

It was only later that Route 9/112 was re-routed south of Main Street, skirting Cummington Center. While the Center has the highest concentration of significant vernacular Federal architecture, Federal Period architecture is also well-represented on the Byway, and has several characteristic features. Due to the fact that settlers to Cummington came largely from Cape Cod and the Plymouth area, the Cape Cod house form was common. The **Hayden Farm** at **402 West Cummington Road** is a good example. Though its center chimney has been altered, it is a typical Federal Cape of 1793 with the gable end small flanking fixed windows that were brought to Cummington from southeast Massachusetts.

The broad gable roof that could resist deep snows with a warming center chimney is typical as well.



*Hayden House*

Further north on **West Cummington Road at 472 is the Knapp Homestead**. It is a 1780-1804 Federal house with a more unusual gambrel roof, but with small fixed attic windows that show its Cape heritage. The house has a center chimney and a fine Federal style narrow center entry with transom light. The ell is the section of the house that dates from the late 18th century.



*Knapp Homestead*

A short detour off Route 112 on Bryant Road leads to the **Bryant Homestead**. The house was constructed in 1794 and although altered considerably to become a summer home for William Cullen Bryant and his family, its original proportions may still be discerned.



*Bryant Homestead*

Two more Federal Capes on Berkshire Trail (Route 112) are important houses of this period. **The Benjamin Miller House, 336 Berkshire Trail**, dates from 1806 and here Miller worked as a cordwainer or shoemaker.



*Benjamin Miller House*

Next door, the **Asa Pettengill House at 338 Berkshire Trail** dates from 1818 and is a well-preserved example of the style that was so well adapted to the family life, farming practices and the New England winters of the region.



*Asa Pettengill House*

Adjacent to the Byway, Cummington Center has the town's largest concentration of Federal and Greek Revival style buildings along Main Street. One of the most interesting of the Federal style houses is the **Kingman Tavern of 1800 at 41 Main Street**, a two-and-a-half story, five-bay building that served as a tavern and is now a museum of Cummington history. Two doors beyond the tavern is a building that originally served as its store and ballroom.

As the Greek Revival stylistic period coincided with Cummington Center's growth between 1820 and 1850, it is no surprise that there are some fine examples of the style on Main Street. Much less frequently seen is the Gothic Revival style that appeared around 1830 when Andrew Jackson Downing began publishing his handbooks on house design. The **Philonrela Vining house of 1861** in the Center at **28 Main Street** is a fine example of the style with its steeply pitched roof and Gothic barge boards at the eaves. Downing chose the Gothic Revival for his country cottage designs for its medieval origins in natural forms – the twining vines and bent twigs that inspired the Gothic – as distinct from the symmetrical, mathematically precise Greek temples.

#### Early Industrial Period (1830-1870)

Between 1830 and 1870 the Greek Revival style continued to be built in Cummington but by 1850 the Italianate style was being constructed as well. Cummington Center was fairly prosperous during the 1850s through 1870s as residents directed and worked in several wood working mills making pen holders and wooden handles, or worked at one of two scythe stone mills, a blacksmith shop, sawmill or shop of a cabinet maker. One of the Center's first Italianate style buildings was the **Nelson Brown House of 1858 at 35 Main Street** with its arcaded porch inspired by Venetian and Florentine Renaissance models.

Swift River grew up as a mill village during this period. Known first as Slab City for its highly productive sawmills, the village was later to be known as Babylon, before residents became serious, about 1870, and changed its name to the less evocative Swift River. A grist mill, scythe stone mill, turning shop and tannery were all using water power in the village in 1860. There may be remains from these operations to be found in the village. On the south edge of the village, however, is the most high style version of the Italianate style, **the Dr. Benjamin Gardener House of 1852, 2 Lilac Avenue**. Moved and attached to it on the southeast corner was the **Orcutt Store of 1861**.





*Dr. Gardener House and Orcutt Store*

On Route 112 (94 USMC League Highway) in 1844 in Swift River was constructed a late Greek Revival/Italianate style house, which held what might have been Swift River's first store from 1884.



*94 USMC League Highway*

#### Late Industrial Period (1870-1915)

As Cummington was never the site of a railroad line or a streetcar line, it was unable to meet its competition and grow its manufacturing businesses. However, the isolation was turned to advantage to some extent when Cummington became a summer resort destination. The increase in population was only seasonal however, and the general population declined, which meant that there was little new construction from the 1870s through 1915. The fairgrounds were built in 1884. The **Bryant Free Library 455 Berkshire Trail** and adjacent **librarian's house at 6 Bryant Road** were built in 1872 as a donation from poet William



Cullen Bryant. While the library is built of stone and brick, the house was made of solid cement and was known locally as “the mud house” when it was being built. The intention was to provide the town with two fireproof buildings.



*Librarian's House*



*Bryant Free Library*

A number of small gable-and-wing form cottages did appear in Cummington Center and in Swift River. With furnaces now able to heat larger spaces the Cape form house was more often eschewed for the large two-and-a-half story house like the **George Gilford House of 1886 on Route 112 (84 USMC League Highway)** with its flat roof that intended to look like an Italian *palazzo*.



*George Gilford House*

Successive styles after the Italianate became ever more picturesque with ornament and highly varied forms like towers, bays, porches, and decorations on the surface of the buildings that aimed to catch one's eye with variety. The first among these styles was the Stick Style, and there is a Stick Style house at **26 Main Street, the Hylas and Zenas Bradley House of 1873**. The Queen Anne was most popular in urban areas and literally made communities like Northampton. Cummington Center is not without its version, however, the **Congregational Parish House at 60 Main Street** of 1891. When the excesses of the Queen Anne style seemed to have no limits, many architects turned to the more restrained Colonial Revival style that was inspired by the Philadelphia Centennial of 1876. A good example of this style is the **Charles Clayton Knapp House of 1900, at 468 West Cummington Road**. This home was built for summer boarders at a time when Cummington was coming into full swing with summer visitors.



*C. C. Knapp House*

The **Cooperative Creamery of 1886 at 445 Berkshire Trail** was a utilitarian version of the Colonial Revival style at the time of its construction. It was built to serve the town's dairy farmers collectively and indirectly to support the summer guest trade whose members came for the fresh local foods.



*Cooperative Creamery*

#### Early Modern Period (1915-1940)

The summer tourist trade is responsible for several buildings in Cummington. Between Cummington Center and Swift River in 1921 the **Idyldell** cottage was built as a tourist stop. Just beyond it **motel cabins** were put up in 1934 along with a Cape Cod form house. The **Captain's Den** a bungalow cabin with public dining was built in 1935 on the other side of Idyldell. In Swift River the 1844 House at 94 USMC League Highway had tourist cabins built on its property as well.

With almost universal adoption of the automobile, a roadside culture that supported tourism developed throughout the hilltowns, but in a modest manner. In addition to the tourist cabins and restaurants, garages were built for auto servicing and **Cummington Center's garage 13 Main Street** was built between 1920 and 1925. In 1922 a **Community House** at **33 Main Street** was donated to townspeople. A Colonial Revival style brick building, it is the center for town offices and events. Finally, just beyond the period, a **fire station, 16 Main Street** was built in 1948 of the popular cement blocks to accommodate fire trucks.

### ***Worthington***

#### Contact Period and Plantation Period (1500-1675)

Worthington is thought to have been a likely destination for three Native American groups between 1500 and 1675, the Mohicans from the Hudson Valley, the Norwottucks from the Connecticut River valley, and the Woronocos from the Westfield River and Little River area. None of the groups is thought to have settled for long, but to have set up temporary campsites to fish, raise crops and hunt. **Route 112** follows the north-south pathway these groups used. When the English in Springfield were developing a trade in beaver skins, Native Americans may have come to Worthington for trapping. Without English settlement, however, the town was not affected by the Native American King Philip's War (1675-1678).

Following the war, though, settlement was facilitated when seven land grants were given to survivors of King Philip's War in 1732. One of the grants was Narragansett #3, which included Worthington. The area was surveyed and ready for settlement, but the few who came did not stay as the threat of attack from native Americans arose once again.

#### Colonial Period (1675-1775)

Between 1750 and 1775 Worthington's settlement began in earnest. In 1762 the plantation was further divided and Worthington, part of Plantation No. 3, was bought up by investors and sold off. There were about 23 settler families in Worthington by 1765. One house remains from the period, the **ca. 1770 Benjamin-Mollison House, 226 Huntington Road**

(Route 112), a small Cape Cod house. The size of the main block of the house is typical of much of the early building by settlers, though it has lost its large center chimney.



*Benjamin-Mollison House*

Off the Byway on West Street at Sam Hill Road is the parsonage of 1771 built by the town for Rev. Jonathan Huntington to entice him to settle as its first minister. After his early death, Jonathan's brother Samuel Huntington owned one-third of the house. Samuel Huntington, a resident of Norwich, Connecticut, was elected the first president of the Continental Congress.

#### Federal Period (1776-1830)

During the Revolutionary War, Worthington established a militia training ground near the Byway behind the **1855 Elisha Brewster House, 212 Huntington Road** on the north side of Harvey Road.



*Elisha Brewster House*

From here 71 Minutemen trained before they marched to Cambridge. The Marquis de Lafayette stopped over in Worthington in 1825 and a **monument put up in 1925** to his visit is found in front of the F. S. Huntington Memorial Library on Huntington Road. Houses from the period along the Byway include the **Isaiah Kingman House, 202 Huntington Road of 1810**, and the **Drake-Pomeroy-Conwell House, 42 Conwell Road, 1787**. The Kingman House has a typical Federal style door surround with corner blocks and the Drake-Pomeroy-Conwell House has a transom light over its main entry, a characteristic feature of



many modest Federal houses. Far from modest is the **Jonathan Woodbridge House, 1 Buffington Hill Road, 1806** on the Byway. Woodbridge was the grandson of Jonathan Edwards and cousin of Aaron Burr. This high-style Federal house is among the Commonwealth's finest. In this house Judge Samuel Howe practiced law in the first decades of the 19th century and taught the law to William Cullen Bryant. It was made a part of the Historic American Buildings survey in 1935.



*Jonathan Woodbridge House*

Worthington, after the Revolutionary War, became home to a relatively large number of free blacks, 22 in 1800. How they came to settle in the town is unclear, but their presence may explain the strong Abolitionist position Worthington citizens took in the decades leading up to the Civil War.

The **Colonel William Rice House** at the corner of Old Post Road and Route 112 was built by Rice in 1806. His son James was a hero of the Battle of Gettysburg in 1863 where he defended Little Round Top, but gave credit to his subordinate Joshua Chamberlain. He survived nine major battles only to be killed in 1864 at Spotsylvania.

A building that served successively as **Methodist church, general store and The Academy between 1828 and 1894** is located at **15 Ireland Street**, adjacent to Route 112 in South Worthington Village. It was built as a Cape Cod form building during this period and later raised by a story. Today, The Academy at 15 Ireland Street is the center for the Sevenars Music Festival that takes place during summer weekends.





*The Academy*

### Early Industrial Period (1830-1870)

Most of the hilltowns of western Massachusetts during the Early Industrial Period began to lose population to the west as railroads were laid in more accepting landscapes than the hilly highlands, and farms in the west had longer growing seasons than the highlands along Route 112. Despite the population loss, Worthington built a number of notable buildings during the period.

The Early Industrial Period brought manufacturing to Worthington where water power was available. As mills were established, villages often grew up nearby to house millers and their workers and over time churches and schools appeared as well. South Worthington on the Byway is a typical 19<sup>th</sup> century mill and farming village that developed at a water power source, a drop in the Little River. Grist and lumber mills were constructed, the Methodist Church at 15 Ireland Street was converted to a store, and the new Greek Revival style **Methodist Episcopal Church of 1847** was constructed across the street. Together the two buildings made up the South Worthington village center.



*Methodist Episcopal Church*

These buildings and the neighboring Federal, Greek Revival and Queen Anne style homes make up the National Register listed **South Worthington Historic District** with its roots in the Early Industrial Period. Using water from the river, entrepreneurs built mills and at this part of the river made tubs, pen holders, and brush handles, ground grist and sawed lumber. Part of the significance of the district is that it was the home of Russell Conwell, a noted evangelist, author and founder of Temple University. Conwell, who gave his “Acres of Diamonds” speech thousands of times, was raised in the **Drake-Pomeroy-Conwell House, 42 Conwell Road, ca. 1789** a Federal style Cape Cod form house. He returned to the house as a summer place in his later years. He conducted services in the Methodist Church and converted the general store into an academy for local boys, and built the blacksmith shop to bring work to the village. His return each summer to the village may be seen as an early part of the larger summer tourism movement to the hilltowns. Conwell came each summer accompanied by followers from Philadelphia, and he made South Worthington a destination for many guests with his buoyant personality and compelling evangelism.

On the Byway at 366 Huntington Road at the corner of Radiker Road is the **John Adams House**, a Gothic Revival style house built on a 146-acre farm in 1848. Adams was a state legislator and a hardware merchant. He lost two sons in the Civil War.

Early mill sites on the Little River in South Worthington are of particular interest and may be seen from the Byway. Elements of their waterpower systems and some foundations are still visible from the Byway.



*Mill Foundations*

**Worthington’s Town Hall, 160 Huntington Road, 1855** is the Center’s finest example of the Greek Revival style with its temple-front orientation and recessed entry with Doric columns.



*Worthington Town Hall*

The **Porter-Reardon House, 199 Huntington Road, 1830** is one of Worthington's best examples of a Greek Revival style house, as it has a pair of fluted Doric columns set inside a recessed entrance. It is a bed and breakfast today.



*Porter-Reardon House*

The house at **967 Huntington Road ca. 1830** exemplifies the Greek Revival style farmhouses of the period with an extensive agricultural plain west of the house and hills beyond. It is run as a bed and breakfast today.



*967 Huntington Road*

The **Capen Riverside Schoolhouse, 1860** at the joining of Dingle and Clark roads has been carefully preserved and maintained and from the exterior is one of the town's important 19<sup>th</sup>

century resources. It reveals both the importance placed on education in the town and the “no frills” approach to school houses of the period.



*Capen Riverside Schoolhouse*

Several stores were added to the town in the 1850s. Among them, the best preserved - and still operating - is the **Cole Store, 2 Packard Common, 1859**. Now known as The Corners Grocery, it is Italianate in style with the brackets at the eaves.



*Cole Store*

Worthington during this period continued its progressive approach to social and political issues. At its centennial celebration in 1868 among the marching groups was one for women’s rights for the “ballot box and breeches.” While the progressive movement espousing equal rights for women did not gain national prominence until the 1890s and suffrage for women did not occur until 1919, in Worthington women were marching for both in 1868.

#### Late Industrial Period (1870-1915)

Agriculture was the economic mainstay of Worthington’s residents from the time of first settlement and persisted in the mill villages alongside manufacturing. By the Late Industrial Period dairy farming was an important facet of Worthington’s economy.



Reflecting its importance, a house was built specifically for the butter maker, **the Milo Bates House, 734 Huntington Road, 1903.**



*Milo Bates House*

In South Worthington the available water power kept residents working at light industry along with farming. At the corner of Route 112 and Ireland Street is the **Theron Higgins Mill, 4 South Worthington Road, of 1882**, and the **Conwell Blacksmith Shop, 15 Ireland Street of 1895.**



*Blacksmith Shop*

The blacksmith shop was built by Russell Conwell in an effort to keep South Worthington's economy going.

A venture that brought more income to the town was summer tourism. Even the South Worthington minister took to suggesting to his congregation ways to improve their properties so that they would attract paying guests. The **Jonathan Woodbridge House, 1 Buffington Hill Road** was among the private homes that took in guests; the town center had a casino that's now gone and more than one inn.

#### Early Modern Period (1915-1940)

Worthington continued to lose population until 1945 when only 363 people lived in town. Consequently, there were few new buildings constructed during this period. The few buildings constructed, however, were well designed. The period started off in 1915 with



construction in Worthington Corners of the **Frederick Sargent Huntington Memorial Library** of 1914 in Colonial Revival style. The building was designed by Northampton architect Karl Scott Putnam, a Smith College professor.



*F. S. Huntington Memorial Library*

The **Russell Conwell Consolidated School, 147 Huntington Road**, a Colonial Revival style building was constructed in 1941.

The bungalow house form made its appearance in town as elsewhere. On the Byway there is a good example of the Arts and Crafts **bungalow at 178 Huntington Road, ca. 1920**, and a Craftsman **house at 162 Huntington Road, ca. 1915** is representative of the style of residential architecture that was current during the period.



*162 Huntington Road*

Worthington continued into the 20<sup>th</sup> century as a destination for summer tourists. In South Worthington the Smith-Converse store at 1190 Huntington Road after 1915 became an inn for summer tourists, known as Hilltop Rest. Then Russell Conwell's daughter Jane turned the Academy into the "Club Lafayette" a dining and dancing spot, and in 1941 started an opera company as well. After World War II the Smith-Converse House and Store that had become an inn at 1190 Huntington Road was converted to a rehabilitation center for survivors of the Holocaust. Since 1964 it has been the home of the Shrade family who with their five musician children conduct the Sevenars Music Festival during the summer months at the Academy on Ireland Street.

## *Huntington*

### Contact Period and Plantation Period (1500-1675)

During the Contact Period (1500-1620) portions of the Route 112 Scenic Byway were established by Native Americans as trail connectors to the uplands from the valley of the Westfield River. Recent evidence points to permanent settlements having been established in the area, but seasonal encampments for fishing and hunting have been noted with more certainty by archaeologists. The Native Americans using the area's resources were probably the Norwottucks who frequented Worthington, Cummington and Goshen as well. This pattern of seasonal occupation of the area of Huntington continued through the Plantation Period (1620-1675) since European settlement came long after the conclusion of King Philip's War. The only effect European presence may have had during the 17th century would have been the fur trade that centered in Springfield and fanned out to the hilltowns.

### Colonial Period (1675-1775)

In 1762 during the Colonial Period Township #9, which included Huntington, was sold to an individual, William Williams, for development. Within about five years European settlement of the area began in two spots, one of which was on the Byway at the Norwich Bridge where water power, alluvial flood plain and transportation routes made it attractive for prospective farmers, millers and at least one tavern owner. No properties remain from this Colonial Period though the open plain surrounding the Norwich Bridge fording point remains to suggest the reason for early settlement.



*The Norwich Bridge of 1921*

### Federal Period (1776-1830)

During the Federal Period settlement extended at Knightville, Norwich Hill, Norwich Bridge, and in Huntington Center, which was then known as Falley's Crossroads. Knightville and Falley's Crossroads developed as villages around mills. A store and tavern were established at Falley's Crossroads and some manufacturing of whetstones, axes and

scythe stones began. Norwich Hill slightly beyond the Route 112 corridor was a town center with erection of the meetinghouse of 1781. Norwich Bridge village was active with a school, taverns and bridge crossing of the Westfield River.

Houses from the period remain at Norwich Bridge along the Byway. The **David Scott House, 77 Worthington Road, ca. 1780** represents the full Cape Cod form house with its center chimney and broad roof, relatively small windows and gable end jetty of the early Federal period in western Massachusetts.



*David Scott House*

Across the street the **Sacket Tavern, 70 Worthington Road, ca. 1790** represents the larger version of the Federal style building with its two interior chimneys. Constructed as a tavern it has had a long commercial history as tavern, inn and restaurant in this location. It now houses the Huntington Country Store.



*Sacket Tavern*

The **Norwich Bridge School, ca. 1800** just north of the Country Store is a well-restored schoolhouse that illustrates well the comfort level that students of the early 19th century could expect.



*Norwich Bridge School*

A second tavern at this village node is the **Hatch Tavern, 74 Worthington Road, ca. 1820**, which has been altered considerably but remains to underscore the importance of this river crossing to travelers and residents.



*Hatch Tavern*

#### Early Industrial Period (1830-1870)

Between 1830 and 1870, the Early Industrial Period in Huntington saw a shuffle take place in villages. After the arrival of the Western railroad through Huntington in 1841, Falley's Crossroads developed as the town center, and Norwich Hill declined in importance. The railroad brought about a flurry of new mill construction. Mills went up in Huntington Center devoted to planes, bedsteads, axes, and baskets. Ten years later a large paper mill was established in Huntington Center and in the 1860s a woolen mill followed. Without leaving the Byway for long, the traveler can see **remains of these mills**—in a town-owned park on the north side of Main Street and along the banks of the Westfield River on nearby Littleville Road. This was the period of the Greek Revival style in architecture and the increase in population that the railroad precipitated also brought about some building in that style. Set close to the roadway of the Byway at Norwich Bridge, there is the **Horace Taylor House, 79 Worthington Road, 1839**, with its front gable pedimented to resemble a Greek temple.





*Horace Taylor House*

A Greek Revival style house can be seen at the **Marshall Fish House, 38 Worthington Road, 1856**, with its two small second story windows that were suggestive of a temple's attic level openings. A blacksmith shop was on this property for many years.



*Marshall Fish House*

Further along the Worthington Road is **the Bradley-Strickland House, 89 Worthington Road, ca. 1860**, which is very clearly Greek Revival with its wide corner pilasters and pedimented front gable that were temple-like.



*Bradley-Strickland House*

Although its original appearance can only be guessed at today, **Henry Stanton Store, 40 Worthington Road** dates from the end of this period, ca. 1870.



*Henry Stanton Store*

In 1863 **Stanton Hall 26 Russell Street** was constructed in the Center as a Methodist Church, at what is now an entrance to the Byway. It is an Italianate style building.

#### Late Industrial Period (1870-1915)

The Late Industrial Period lasted from 1870 to 1915 and Huntington's population both rose and fell. While there were manufacturing jobs, the businesses were never large enough in scale to support the population through changes in the economy, nor to attract large numbers of new workers. Periods of relative prosperity, however, may be tracked by the homes that were built.

Norwich Bridge village continued to be important to the town with a few additional homes going up in the Queen Anne and Colonial Revival styles. The most visible growth took place in the Huntington Center Historic District that extends along Route 112. It was here, mainly on Pleasant Street, that Huntington developed its turn-of-the-century neighborhood with homes for the new middle class. Large houses divided into many rooms for specialized tasks—sewing rooms, nurseries, pantries and new indoor bathrooms—were built on several side streets. Representative of the most decorative and well-preserved of the houses is the **Edward Pease House, 2 Pleasant Street ca. 1880**, which is in the Stick Style. The Stick Style emphasizes the building elements of a house with trusses exposed and carved in its gables, plates, sills and braces applied as ornament to the exterior. It was a short-lived style but always identifiable by these exterior surface ornaments.



*Edward Pease House*

A second example of the style is further up the street at **8 Pleasant Street**, ca. 1886. From the Stick Style it was not a big leap to the Queen Anne style that also ornamented its exterior with eye-catching shingles and clapboards, spindles, balusters, stained glass, and moldings of all sorts. A good example is the **house at 5 Pleasant Street**, ca. 1887. The drop-off in the town's prosperity is revealed by fewer buildings in the subsequent Colonial Revival style.

Commuting made it possible for Huntington residents to work outside the community by connection of two trolley lines in Huntington. The Westfield Street Railway extended to Huntington in 1904 and the Huckleberry Line in 1915 went as far as Pittsfield into Berkshire County. The lines met near the gateway to the Byway. Though the tracks of the two lines didn't actually connect, they were active and Huntington did grow in part due to the street railways which also made summer day trips possible for people from Westfield and beyond.

Unique along the Byway is **John's Barbershop, 30 Worthington Road**. A 19th century building that is thought to have been moved from Norwich Bridge to its present location, it is a fixture in the town.



*John's Barbershop*

#### Early Modern Period (1915-1940)

Streetcars were supplanted by automobiles in the Early Modern Period and the streetcar tracks were summarily taken up when ridership declined. Hurricanes and extensive flooding in 1936 and 1938 so damaged Huntington's Main Street bridge across the Westfield River that a new bridge was necessary. The town, however, got two new bridges during the period. The Main Street bridge was dismantled and a new bridge, the Route 112 bridge, named the **Lieutenant Robert Packer Cross Memorial Bridge**, East Main Street, in 1939 was the first to be built. A metal truss bridge, the Cross Memorial Bridge is itself slated for replacement in the next several years. Further north on the Byway, a new Art Deco bridge, the **Knightville Dam Bridge** was constructed in 1940. Restored in 1999, its large concrete supports with Art Moderne ornament represent the futuristic designs of the 1940s well.



*Knightville Dam Bridge*

Construction of the **Knightville Dam** in Huntington was a major accomplishment of civil engineering during this period. Flooding following hurricanes of 1936 and 1938 were devastating to river towns in much of western Massachusetts, so the federal government built four new dams in New England. Among them the Knightville Dam was completed in 1941 as an earthen dam reinforced with concrete, 630 feet high. The dam was put to the test in 1955 flooding and saved downstream communities from certain damage.



*Knightville Dam*

There was more construction in Huntington at the end of the period than in the other hilltowns due to its more active commercial and manufacturing economy. Development took place as infill along the major roads including Route 112. The bungalows along Worthington Road (112) at Norwich Bridge were part of this residential building and are Craftsman in style. Their compact forms and appearance of being made with local materials were a reaction against the excesses of the machine-made ornament of the Stick Style and Queen Anne style. The simple open interior was a response to changed family life that no longer encouraged separation of children from adults in nurseries and playrooms. A good example is the **bungalow at 50 Worthington Road, ca. 1920**.





*50 Worthington Road*

## Findings and Recommendations

Preservation recommendations, of necessity, are not limited to the official boundaries of the Byway, as it is the character of the entire community that contributes to the experience of travel on and off the Byway.

<b>Findings—General</b>
Many historic properties along the Byway have not been placed on the Massachusetts inventory of cultural resources, so their significance has not been documented.
There are many properties that do not have the recognition that they deserve. Though they have had inventory forms completed for them, they still have no protection against federally or state funded or permitted projects, such as highway projects, as they are not on the National Register of Historic Places.
There is little to no interpretive material available for tourists regarding the cultural resources found along the Byway. There are no interpretive signs, no central points for getting materials on the villages, homes, monuments, structures, historic landscapes, places to do genealogical research, and more. The exception to this is the Bryant Homestead, which is well-presented for tourists.
There are no places to turn out safely near some sites, such as the South Worthington mill sites, where interpretive material could be presented.
Access to historical societies by tourists is limited, often seasonally. It is within some of these collections that some of the most interesting historical photographs and maps are to be found.
As a rural agricultural area, the towns along the Byway have unique homes, barns and outbuildings that are being lost because there are so few financial programs available to owners to assist in their preservation.
There is little recognition for property owners who do sensitive restoration or rehabilitation to their historic buildings.
Each town tends to view its history separately and apart from its roadways. There is no history of Route 112 in relation its towns or vice-versa. A regional perspective is absent from many published histories and the role of highways after settlement is a neglected topic.
Long accustomed to their surroundings, residents often do not recognize how unique their resources are and how they can be used to teach children in their local history units.
<b>Recommendations—Goshen</b>
Add properties along the Byway and throughout Goshen to the cultural resources inventory. A cemetery, the landscape of the DAR State Forest, the town's quarries, the farmhouses and barns, stores and houses that so far have not been recorded should be added.
Draw up a historic preservation plan for Goshen. The plan would address such historic preservation strategies as: <ul style="list-style-type: none"> <li>▪ Placing properties on the National Register of Historic Places. They may be individual nominations, but also historic districts within and outside the relatively narrow corridor limits of the Byway.</li> <li>▪ Setting up priorities for preservation and looking into zoning strategies and more to preserve the town's historic resources.</li> </ul>

<ul style="list-style-type: none"> <li>▪ Those who should be charged with these tasks are the Route 112 Scenic Byway Advisory Committee working with the Goshen Historical Commission, Conservation Commission, and, if extant, the Agricultural Commission.</li> </ul>
Develop interpretive programs on Goshen's historic properties to promote learning and tourism.
Develop educational programs on preservation standards and planning for Goshen property owners.
<b>Recommendations—Cummington</b>
Continue cultural resources inventory work for Cummington. Street addresses should be entered into the surveyed properties database at the Massachusetts Historical Commission so researchers can properly identify buildings.
Add any buildings dating prior to 1968 not currently surveyed in Cummington Center and along the Byway to the inventory. Barns should be individually added.
<p>Prepare a historic preservation plan for Cummington to outline additional strategies and means of achieving the best preservation efforts for the town. Some of the recommended strategies of a historic preservation plan for Cummington might be:</p> <ul style="list-style-type: none"> <li>▪ Adoption of the Community Preservation Act to help fund the preservation of historic resources in town.</li> <li>▪ Presentation of programs on historic preservation topics to inform historic building owners of the Secretary of the Interior's Standards for Rehabilitation and to provide technical advice and information on new techniques.</li> <li>▪ Integration of local history into the school curriculum to include historic properties would be a recommended activity.</li> <li>▪ Nomination of Cummington Center, Thayer's Corner and West Cummington to the National Register of Historic Places as historic districts. Ideally, they would be local historic districts, but National Register Historic Districts would be a good start.</li> <li>▪ Support for the Kingman Tavern Museum to provide travelers with historical information. Discrete information should be available to travelers such as architectural walking tours, bike touring guide. Historic district signs would not be out of place, but signage should be minimal if used at all.</li> </ul>
Develop interpretive programs on Cummington's historic properties to promote learning and tourism.
Develop educational programs on preservation standards and planning for Cummington's property owners.
<b>Recommendations—Worthington</b>
Extend the town cultural resource inventory beyond the existing Area Forms and Building Forms, as there are properties that were not covered and should be documented. Barns need to be included in the survey consistently and thoroughly. There are significant landscapes in the town that need to be recorded for the inventory.
Place Worthington Center, West Worthington, and Worthington Corners on the National Register of Historic Places as historic districts. Outside the boundaries of the districts there are also properties that would qualify as individual nominations and should be added to the Register. Not only will this give recognition to the districts and individual properties, it will make municipal buildings eligible for the Massachusetts Preservation Projects Fund grants.

Undertake a preservation plan that would determine the strategies that are most appropriate for the community. Scenic roads bylaw, demolition delay bylaw, Community Preservation Act, local historic districts, zoning overlay districts, preservation restrictions, among other tools, should be considered for the long-term preservation of this town's many important historic resources.
Develop educational programs on preservation standards and planning for Worthington property owners.
Develop interpretive programs on Worthington's historic properties, particularly the Early Industrial period water powered mill sites that are visible from the Byway on the Little River in South Worthington. A walking tour or biking tour of the historic villages could draw attention to the town's resources; and a local history segment in the curriculum could integrate historic properties.
The Route 112 Scenic Byway Advisory Committee should work closely with the Worthington Historical Commission to achieve these recommendations.
<b>Recommendations—Huntington</b>
Prepare additional cultural resources inventory forms for Worthington Road between Huntington Center and Norwich Bridge, including the barns and carriage barns. The several bungalows should be included, as well as the barbershop and adjacent residence. The Knightville Dam should also be included on the inventory.
Update existing cultural resources inventory forms with additional descriptive and historical context.
Nominate the area of Norwich Bridge to the National Register of Historic Places. Once inventory forms have been completed for properties along Worthington Road, they will help define the extent of the potential historic district.
Prepare a historic preservation plan for Huntington that includes strategies for the future of schools, churches and other important buildings, with options given for their preservation. The plan should also include a strategy for adopting the Community Preservation Act, which would help fund the preservation of historic resources in town.
Develop interpretive programs on Huntington's historic properties to promote learning and tourism.
Develop educational programs on preservation standards and planning for Huntington property owners.
The Route 112 Scenic Byway Advisory Committee should work on these recommendations with the Huntington Historical Commission, Planning Board, and Conservation Commission.



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